



VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE **Feb - Mar 2020**



ROLEYSTONE TT

9 February 2020

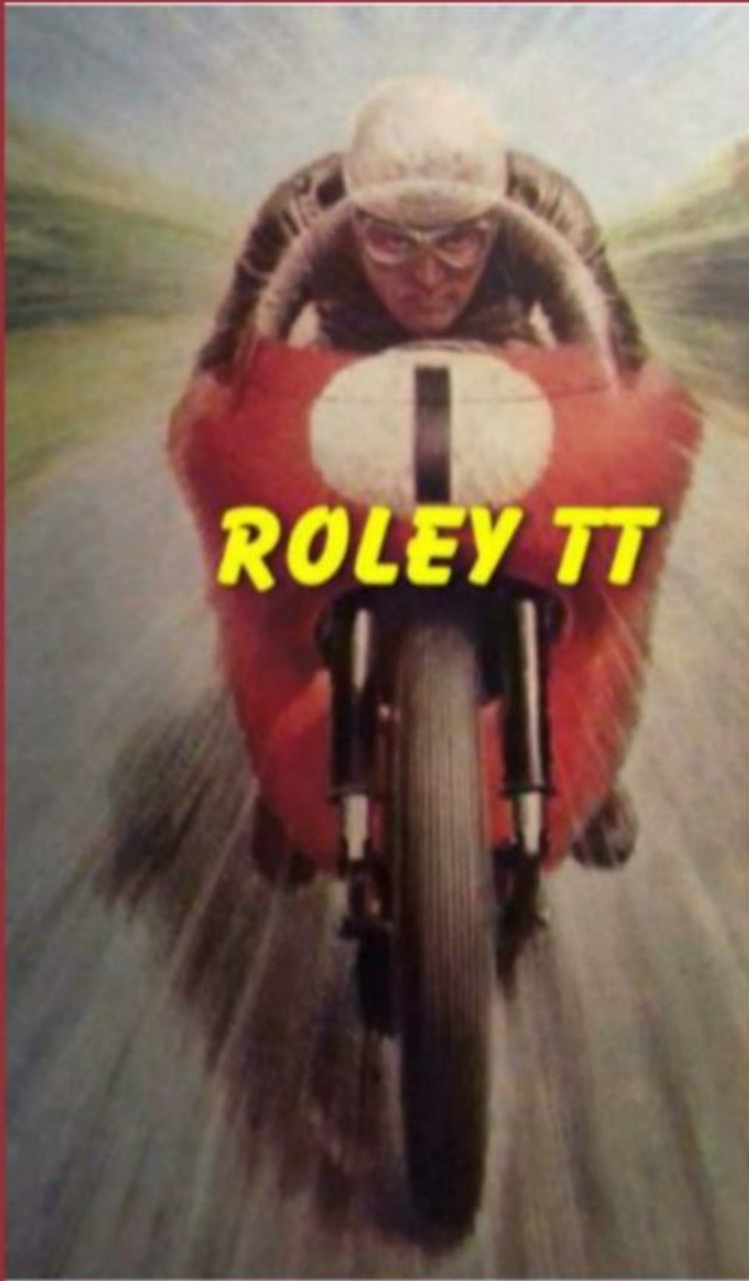
Never ridden a lap of the Isle of Man Mountain Circuit, well never mind because now you can experience a similar thrill on the Mountain circuit to Roleystone. (Just a bit slower!)

Destination is the Naked Apple. Enjoy the Hills setting & sit in air conditioned comfort. Meals & bar service available.

Assemble 10.30am, depart 11am.
Start point: Keith Weller's 122 Bushmead Rd, Hazelmere.
End point: Naked Apple, Brookton H'way, Karragullen.

Partners & visitors welcome.
Registration for lunch essential

Contact:
Murray Barnard
web@vmccwa.com
Ph. 0434215665



CLUB COMMITTEE & OFFICIALS

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Nic Montagu – 0427171702 chair@vmccwa.com

Deputy Chair: Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550 rargus@bigpond.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

Communication/Assistant Secretary: Murray Barnard –

0434215665 ildottore@iinet.net.au

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au,

Events Coordinator: Stephen Hills – 0413678604

steve.mag@icloud.com,

General Committee Members: John Meneghini -

jme36698@bigpond.net.au, Neil Freeman -

N_Freeman@outlook.com

WEB & PUBLISHING TEAM

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0434215665 ildottore@iinet.net.au

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(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617

(mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103

les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections: Keith Weller – Bushmead – 92742476, Greg Eastwood – Coolbinia – 0438041072, Jim Douglas – Kallaroo – 94016763, Maurice Glasson – Mandurah – 0410000617, Colin Brazil – Warwick – 0437607067, Les Vogiatzakis – Dianella – 0488915103

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863

membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425

mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563

sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Club Trailer: see Unit Caretaker

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary

Pre-31: Art Woldan – 93303264, Treasurer: Brian Rodwell -

92561844 (fees payable to BSB 016499 Acc 481977532)

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604

steve.mag@icloud.com, Treasurer: Chris Davis –

chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc

0260192. Facebook page: facebook.com/groups/vmccwapost70

ALBANY SECTION: Chair: Paul Armstrong – 0417051378

(patnpaul2016@gmail.com), Albany Section Secretary: Roger

Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe, W.A. 6057

Website: www.vmccwa.com

Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook & then message web admin).

Monthly Club Meeting: First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

Pre-31 Section: Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

Post 70'S Section: Meeting 3rd Monday of each month.

7.30pm Unit 4, 4 Malcolm St, Maddington

Albany Section – 1st Thursday of the month 7.30pm sharp. Little Grove Albany.

Parts Store: Open most Weds 9am -12 Noon & monthly meeting nights from 7pm

THE VINTAGE CHATTER™: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12th of each month. The impossible we do, miracles take longer.



BASIC VMCCWA™ PRINCIPLES: The Club exists for ALL members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Cover: Lloyed Elliott from the Albany section, on the Gypsy Tour, pictured at the Section Little Grove clubrooms. Pic by Nic Montagu

Coming Events

REGULAR APPROVED CLUB EVENTS:

Monthly Club Meeting: First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

Pre-31 Section: Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

Post 70'S Section: Meeting 3rd Monday of each month. 7.30pm Unit 4, 4 Malcolm St, Maddington

Albany Section – 1st Thursday of the month 7.30pm sharp. Little Grove Albany.

Parts Store: Open most Weds 9am - 12 Noon & monthly meeting nights from 7pm

Thursday Morning Coffee Meet-ups: Meet at the "Bean 2 Brook" cnr Canning & Pickering Brook Rd's, Pickering Brook, 10.00am, Thursdays for Coffee, snacks & chat. Enjoy the ride through the hills.

CLUB EVENTS FOR 2020:

31 JANUARY - NITE RUN: Meet at BP Cockburn Central, 701 Beeliar Dr. Friday 31st January. Stands up at 6.30pm travel to the White Lakes Brewery for a meal and refreshments. Contact Bernie Carton 0438571964

9 FEBRUARY - ROLEYSTONE TT™: Never ridden the Isle of Man TT and Manx GP Mountain Circuit? Well now is your chance! Ride the Mountain Circuit to Roleystone. Same length as a lap the famous Isle of Man circuit. The lap record at the Isle of Man is 16mins 55 secs, however, we don't aim to beat that...this is not a speed event, this circuit has speed limits! Lots of twisty winding roads and some hills to climb. Make sure you turn up for the Roley TT because it is starting at Keith's place in Hazelmere. The TT run will be through the hills to Paddy's Bush Bar in Karragullen where drinks, entertainment and a fine

bar menu are available. The run will be approx. 60 kms one way. Route sheets will be made available. Assemble 10.00am, depart 10.30am. 9 February 2020. Start: Keith Wellers, 122 Bushmead Rd Hazelmere. Parking for trailers available at start. Finish location: Naked Apple Cider House, 1008 Brookton Highway, Roleystone. Great grub from the menu and drinks from the bar. Bring your partner to enjoy the social occasion. Bring what you have, old bike, new bike, car, it is social day out! Subject to confirmation, motorcycle journalist and racer Alan Cathcart will be joining us on this ride and lunch. Register for lunch with Murray Barnard by 6 February to guarantee a seat - 034215665 web@vmccwa.com

16 FEBRUARY – NORTHAM SWAP MEET: Meet at Station Master's House car park cnr Nicol & Jacobs Sts Mundaring, 6.30am for 7.00am sharp departure, approx. 1 hour ride to Northam 65km. Back up ute available for bike and any bits at the swap meet. Leaving Swap Meet at 10.30am, stopping at Bakers Hill on way back for the traditional pie. \$5.00 entry to Swap Meet. Contact Stephen Hills 0413678604

23 FEBRUARY 2020: OLD FORKERS™: This run is put on by the Pre 31 section of the VMCCWA to highlight the section and display old and girder fork bikes to all club members. It will be a short run about 45min (good for veterans.) Starting at the club grounds Hale Rd Wattle Grove and finishing at the club grounds about 9.00 am for a breakfast and display of bikes and other period memorabilia. All VMCC club bikes are welcome to come on the ride or just take in the display. We are encouraging you to bring your oldest bike. The run and breakfast will be put on for all members ride or not at \$5.00. Time: assemble 7.30am for 8.00am start of the run before the day gets hot. Breakfast BBQ from 9am. Enquiries Ken Vincent Ph 9293 2093

22 MARCH 2020 – OLD IRON CLASSIC MOTORCYCLE

SHOW AND SWAP MEET™: The Club Motorcycle Display is being planned as we speak and the theme is 100 years of motorcycles in Australia (i.e.1896 to out cut-off period which is 1994 in 2020). Again, the club is seeking club eligible machines for display. The Management Committee is asking for members to register interest in displaying a machine. Only registered machines will be permitted in the display as the Club wishes to present a professional display which is informative for the Public and also an asset to the Club. To register machines for the display contact Murray Barnard via phone or email at 0434215665 ildottore@iinet.net.au.

If you need a new display board advise Murray asap otherwise please use the board from 2019. If you are providing a new registration please provide photos of your machine if possible. Minimum details required are:

Machine:
Make:
Model # or Name:
Date of manufacture:
Your name:
Phone #: Email:

Register now to be eligible for trophies and to have a public display board prepared for your machine. You can enter more than one machine. Please take the time to register as early as possible. Registration is an indication of interest. It is understood that personal circumstances may change by March 2020.

4/5 APRIL 2020 – ROARING TWENTIES RUN™: Start time is at 9.AM from VMCCWA club grounds Hale Rd, Wattle Grove. Parking is available overnight in the grounds open from 7am Saturday. Accommodation ph numbers Beverley Hotel 9646 1190 or Freemason Tavern 9646 1346 Fee includes Saturday night dinner at Beverley Hotel and Sunday BBQ. Entry Form on flyer with this Chatter. Any queries please contact Ken on 9293 2093 / 0439 294 366 bognorridge@yahoo.co.uk

18/19 APRIL 2020 – BUSSELTON TWO DAY RALLY™ : is an iconic event for the VMCCWA and is worthy of your support as a member and M/C enthusiast. This event has a long history and has played a role in developing some of the legends of this club. The event was first run in Feb 1972 and the riders faced strong

winds and 45c heat. All of the 45 entrants rode belt drive veteran bikes as well as braving those conditions.

Please note that the event will start from Henry McKenna's at Lot 89 Watkins Rd, Mundijong. Arrive at start 7.30am. Start time for slow machines – 9.00am. Start time for

faster machines – 9.30am. Contact: Barry O'Byrne, 0418936254, barryobyrne2007@yahoo.com.au. Entry form in this Chatter



PROVISIONAL CLUB EVENTS CALENDAR FOR 2020 – Events Co-ordinator Stephen Hills

31 Jan	Nite Run – Bernie Carton
9 Feb	Roley TT - Murray Barnard
16 Feb	Northam Swap Meet – Stephen Hill – New start point opp. Mundaring Hotel
23 Feb	Old Forkers Display & Ride - Wattle Grove Club Rooms - Ken Vincent
7-8 Mar	IHC Two day Rally
22 Mar	Old Iron Show & Swap Meet
4 & 5 Apr	Roaring 20's Run. Start & Finish at Wattle Grove Club Rooms - Ken Vincent
18 & 19 Apr	Busselton 2 Day – Barry O'Byrne
3 May	Café Hop – Stephen Hills
9 May	Arthur Grady Fremantle Maritime Museum - Jim Douglas
7 June	Club Foundation Ride – 45 th Anniversary celebration: Ken Vincent / Nic Montagu
12 July	Girder Fork Run – Barry O'Byrne / Ken Vincent
26 July	Goldstar Run Anniversary Ride – Nic Montagu
2 Aug	Meet & Greet New Members - Nic Montagu
23 Aug	Keith's BBQ – Keith Weller
20 Sep	Chittering Run - Stephen Hills
27 Sep	DGR - Stephen Hills
3&4 Oct	Jurien Bay / Gin Gin Run - Jim Douglas / Stephen Hills
9 Oct	Friday Nite Run- Stephen Hills
18 Oct	WA TT - Stephen Hills
1 Nov	Dam Early Run – Chas Bayley
14 & 15 Nov	Gypsy Tour – Murray Barnard/Albany Section
29 Nov	Peter Groucott Memorial Run – Barry O'Byrne
4 & 5 Dec	Ora Banda Ride - Richard Argus & Mario Cudini
26 Dec	Boxing Day Breakfast – Ken Vincent

Weekly: Thursday morning coffee meet-up – Stephen Hills - *Bean 2 Brook* cnr Canning & Pickering Brook Rd's, Pickering Brook, 10.00am



Motor Cycling CLUB NEWS, MEMOS & MATTERS OF MOMENT FROM EVERYWHERE



The New Year is here and sees the club busily working to facilitate new events and using our energy towards enhancing the members experience of the preservation of vintage motorcycle riding.

Recent months have seen a couple of NEW events been well attended by the members of the club including our friends at Albany. The Gypsy Tour saw 48 machines attend with some great riding between Denmark and Albany. The Orabandan run offered a mix of history and riding through the Goldfields. In 2020 will see no doubt another successful Old Iron display, The Roaring 20's (where I think Ken Vincent puts on the best show) and the variety of annual calendar events. Wednesday mornings see a great atmosphere at the parts store where one can find a part or at least some banter over the counter with Keith Weller and Chas Bayley. A weekly impromptu run has been organized, at the Pickering Brook "Bean 2 Brook" coffee stop, where you have the opportunity to ride your machine, have a coffee and meet like

minded members. The Maddington Unit has been busy with section meetings and has seen the fitting out of the new enclosed trailer.

Like most clubs around the country, the VMCCWA has seen a generation shift in behaviour and attendances. Post 70's is a growing section and a desire for impromptu runs has increased. Whilst this casual approach is desired it is also important that our organised calendar events are supported by members. These events will always be an enjoyable atmosphere that offers variety of machines to observe and great mix of people to engage with but most importantly an opportunity to ride your motorcycle. Whether Monthly meetings are your thing or not, you can keep up to date by checking out the Chatter.

Many thanks and appreciation must be given to all individuals hard work, contribution and personal time in enhancing this club. Our range of club facilities, services and events is quite amazing and does not happen without your involvement.

Thank you and I look forward to seeing you in 2020. *Nic Montagu - Chair*



RECENT UNAUTHORIZED EMAILS? The club management committee are dealing with complaints received concerning these emails. Members are advised that questions, concerns and constructive suggestions to the Club Management team on these matters are welcome and should be submitted to the Management Committee direct. The Club respects the privacy of its members, as required of our constitution and association rules, and will respond personally and not via publicly distributed emails.

IS HARASSMENT EVER ACCEPTABLE? Some members are under the misconception that they may openly criticize a member, an official or committee on blog sites, social media forums, including community Facebook pages or email without regard to the content or facts. This is simply not the case. Do we have a democratic right to express their opinions without restraint? No, freedom of speech, does not protect speech that threatens violence, is defamatory or libellous. False statements

leading to injury to reputation are libel (written) or slander (spoken). Liability for defamation includes those who share the false & defamatory remarks, verbally, on email, social media or in writing. We have a committee primarily composed of people experienced and active in business. or employment We are lucky to have them and malicious attempts to sully their reputation cannot be tolerated. You have to wonder what comes over people in a club to make false claims and harass officials. Have they just got nothing better to do with their time?

Secondly, the club rules state that all members must treat officials with respect. At times some members seem to forget that officials are volunteers and are also club members who also pay club fees and enjoy the same rights as any other member. The difference is committee members have legal responsibilities under the law and must comply with them or face significant penalties. Some members either do not appreciate these requirements or choose to ignore them. A principled committee cannot ignore them. Considering we are just a club constituted to enjoy riding motorcycles it is hard to see what drives this negative behaviour and resentment which, when sustained, often leaves no alternative but to commence formal action under the club rules.

CELEBRITY GUEST: subject to confirmation, noted motorcycle journalist and racer Alan Cathcart will be joining us on the Roley TT ride and lunch on 9 February 2020.

The Management Committee is up to its neck in organising an annual events calendar and arranging the Old Iron Motorcycle Show and Swap Meet. It is a busy calendar once we get through the heat of January. The success of the WA TT, the Gypsy Tour and Orabandon event bodes well for the Club. A lot of camaraderie and good riding experienced.

Commiserations to those who did not make the monthly meeting on 1 January 2020, you missed out on Jacqui's delicious curried eggs! There were also videos & photos from club events. Also, a display of banners for the Old Iron in March.

Please let me know if you are entering a machine or machines in the Old Iron. I can't prepare display boards for you if you don't tell me. It is as simple as that. Thanks to those who have responded so far.

Norton fans please note: at the monthly meeting on the 4th March there will be a presentation on the Norton Commando by Gerald, Jim and George.

Take 79 motorcycles, take away your age, add 40 and if it equals your birth year, rush out and buy another bike today!

Murray Barnard – Editor



MONTHLY MEETING MINUTES – 4 DECEMBER 2019

Held at Wattle Grove commencing at 8.02 pm

Chairman: Nic Montagu, Secretary: Richard Argus, Treasurer: Jim Douglas. Apologies: 3 - Barry O'Byrne, Adrian White, Colin Hankinson. Members Attending: - 76.

1. **Microphone Usher:** - Lat Fuller **Visitors:** Chris Donegan, Kim Gan, David McNair, Sarabjeet Singh, Tony Forsyth
2. **Welfare report:** Dennis Rogers #321 died. Dennis would be remembered for his very nice Douglas Dragonfly. Albany member Mike Hyland died #483. Always active until recently. Had a phone call from Vic Sinclair who is 95 and unable to be involved in club affairs. Wanted to wish us all Merry Christmas and a prosperous New Year. Had a long chat with Bert Holmes. Going OK but hates the dialysis, lying there for four hours. Listens to talking books at home as his eyesight precludes reading. In good spirits. Ron Chave not going too well, in a lot of pain awaiting medical appointment for his leg. None too happy, pain getting him down. Trish OK. Jeff Seiber still undergoing chemotherapy but active, has just bought a sidecar to attach to an early BSA twin. Pip Cahill and Leon Spicer married. Congratulations. Sent appropriate cards to all the above. Adrian White - Welfare Officer.
p.s. Roger Bowen chemo finished, next step operation to remove stomach, then more chemo. Remains brave and positive; may be at meeting.

3. **New Member applications:** Eight off prospective new members: The following have applied for membership of the club. If anyone knows of any reasons that they should not be accepted, then make your views known to a committee member: Terry Ryan, Jeffrey Grant Condon, Troy Luksa

4. **Minutes of the GM November 2019:** Ratification - Keith Weller proposed the minutes be accepted. Seconded by Chris Davies.

5. **Chairman's Report:** Post 70's section thanked for putting on pre-meeting B – B – Q. The new committee members were welcomed. All members were encouraged to become more involved in the club and events such as impromptu rides and using the spares store. The Gypsy Tour was a successful event; 48 bikes in total. Orabandon is coming up next weekend, and 23 bikes expected to participate. The committee met with the Vintage Car Club with the goal of improving our relationship with the VCC through better communication. They have similar challenges with membership attendance and event participation. We intend to have more involvement with VCC members and foster the relationship. Old Iron: get your entries in ASAP, to avoid missing the cut-off date for display boards.

6. **Secretary's Report:** Inwards Correspondence Julie Rogers, advising recent passing of her father Dennis, and seeking copy of an article he wrote for the chatter in 2009. MB found the article, and Julie expressed her thanks. CMC (President Geoff Moor) – Secretary sought. CMCWA (Neville Horner) – preparing a petition to remove Luxury Car tax on imports of historic vehicles; an on-line petition.

7. **Finance Annual Report** (Jim Douglas) Sales in Nov totalled \$2,626 mainly from spares and regalia. Income from members fees was \$3,445 plus bank interest gave an income of \$3,701. Expenses in the month were 3,464, with the big-ticket items being Audit fees and chatter postage. We made a charity donation to the Perth Children's Hospital Foundation of \$360. Net surplus for the month was \$2,863

8. Reports.

Web, Admin & Chatter Editor & Publisher: Chatter out on the weekend; lists events for next year. There will be pics from The Gypsy Tour, W.A. TT and the Peter Groucott ride. The next Chatter will be published in January *Murray Barnard*

Library report: Three books donated by Mike Blake, and one book donated by Roger Bowen. Three new books in the library: “Wall of Death” (about Indian motorcycles), “Built for Speed” (by John McGuinness), “A – Z of Italian Motorcycles” - *Ken Vincent, Librarian*

Spares report: Keith announced he and Charlie were as happy as two old bats hanging upside down? Spares going well; there has been an influx of parts including significant amounts of Kawasaki and Norton parts. Keith put to the committee that Mr John Matthews be made an Honorary member for a year, given that he had made a significant donation of Kawasaki parts to the club. Barry Ford also donated parts, and the club had purchased Norton spares from Terry Germain. Spare Parts would be closed until the New Year, from Wed 15th December. Keith suggested the club introduces the annual practice of a minute’s silence for deceased riders. - *Keith Weller, Spares*

Registrar’s Report: Activity this last month: Put onto 404 Licence: 1956 Motobecane – Thomas Perrett *Lat Fuller*

Dating Officer Post 70: 1 x 1975 CB550 Honda 1 x 1979 T140 Triumph, which was identified as stolen and is now in Police custody during inspection for licensing. Our member is waiting patiently for the investigation findings and due process. I reissued a dating certificate for: 1x 1981 Honda XL250S. I completed no inspections.

CMC Member Representative: Positions of Treasurer and Secretary for the Combined Motoring Clubs Council remains unresolved. The 110 member clubs, with usually two delegates each, has been difficult to fill. It is generally a packed meeting, but the last two meetings were unsuccessful in receiving any nominations. The next meeting will hopefully see a shift, and they are difficult shoes to fill.

Events Coordinator:

- ☐ New event; Thursday morning coffee meet – in Pickering Brook
- ☐ Gypsy Tour; great weekend in Denmark / Albany region. Met with Albany branch.
- ☐ Friday night Run; met at bar in North Fremantle, rode to Hillarys.
- ☐ Peter Groucott Run; good turnout (25 members) and fantastic ride.
- ☐ Orabandon 2019; this weekend
- ☐ Boxing Day Breakfast – 26th December (early start). This run was originally put on by Jim Clark 25 years ago.

Attended November Pre-31 meeting and asked what committee and members could do to attract more participation from the section (better support for events). Encouraged members to approach Steve Hills with suggestions.

9. General Business.

Chris Davies – mentioned the Rockingham / Kwinana Toy Run was on this coming week-end.

Lat Fuller asked Harald Dewar to stand up and explained that Harald was returning to the Eastern States in December, after being in the West and an active member of our club for several years. Lat commented he had put a wonderful effort into his participations and wished him all the best.

10. Bits & Pieces

Pat Morrison looking for a camshaft to suit a CB500/4.

John Voo looking for a headlight to suit a Japanese bike.

Meeting closed at 8.47 pm.

PRECIS OF 11 DECEMBER 2019 MANAGEMENT COMMITTEE MINUTES:

1. Treasurer to capture Sections’ income & expenditure in future as recommended by Auditors
2. Annual return lodged with Commissioner at Department of Mining, IR & Safety
3. At request of member, donation made to Ronald McDonald House at Children’s Hospital in lieu of expense reimbursement
4. Volunteer for hall monitor sought
5. Club event names have been trademarked and are to be formally registered to protect Club intellectual property
6. Financial planning has been formally implemented to project annual income & expenditure
7. Committee member legal responsibilities acknowledged and code of conduct endorsed and signed by all committee members for 2020.
8. Draft events calendar for 2020 prepared and reviewed
9. Lockable cabinets for club documents and financial records to be costed and purchased after review
10. Formal action to be taken to address breach of trust & compromise of members’ register by former officer of the club
11. Sub-Committee to meet to consider critical path for Old Iron Swap meet event
12. Request from Geraldton to form a new Section to be considered in the new year
13. Merit badges to be considered in lieu of years of service awards
14. Significant club events to be funded as appropriate on request from event organisers

PRECIS MINUTES OF 18 DECEMBER 2019 OLD IRON SUB-COMMITTEE MEETING: Present – Jim Douglas, Jeff Sanders, Dennon Pike, Murray Barnard, John Meneghini, Neil Freeman, Richard Argus, Stephen Hills & Nic Montagu

Primary Purpose: (goals) for “Old Iron 2020” - To promote motorcycling – from early motorcycling in WA to our club cut-off date. Be a financial success. Engage membership; to be a social event for members and achieve increased participation. Family orientated event. A showcase of the VMCCWA. Attract new members. Target of at least 150 bikes on display.

Awards: for Club display bikes - the five categories for awards will be: Veteran / Vintage – (Pre 1931), Post Vintage – (1931 – 1950), Classic (1951 – 1970), Post Classic (post 1970) and People’s choice. There will also be a door prize for members of the public. For the public display – The Centenary of Motorcycles in Australia – there will also awards for machines on display.

Event Schedule:

(a)	6.30 am	Club bikes enter
(b)	7.30 am	Sellers admission
(c)	8.00 am	Public admission
(d)	10.30 am	Awards: Public Centenary display
(e)	11.30 am	Awards: Club display categories, Peoples prize & Door prize
(f)	12.00 pm	Close
(g)	2.00 pm	Vacate grounds

Displays: in addition to club machines there will be trade displays, a video display, club displays e.g. library & membership. An opportunity for members to provide a static live display and to start their machines outside of the exhibition hall will be made available. Catering will be provided. A mini Chatter handout will be provided at the gate with a map and schedule in it. Members are encouraged to register for the display asap. A series of banners providing club information and history of motorcycles will be on display in the main exhibition hall. A number of historic motorcycle clubs will be invited to display a limited number of machines at the Show. They will not be displayed within the exhibition halls

MONTHLY MEETING MINUTES – 1 JANUARY 2020

Held at Wattle Grove commencing at 8.03 pm

Acting Chairman: Neil Freeman, Secretary: Richard Argus,

Apologies: 4 - Barry O’Byrne, Mike Blake, Nic Montagu, Jim Douglas.

Members Attending: - 30

1. **Visitors:** Cathy Cudini, Jacqui Thurgood.

2. **Welfare report:** Roger Bowen - back in hospital, Mal Day – knee replacement, Des Phillips – Has been sick, trouble with a heart valve, Yanti’s birthday (Australia Day).

3. **New Member applications:** The following have applied for membership of the club. If anyone knows of any reasons that they should not be accepted, then make your views known to a committee member:

Peter Forbes (Re-Joiner), Lindsay Clarke, Jeffery Tink, Benjamin Smit, David McNair, Timothy Lyons & Wayne Phipps

4. **Minutes of the GM November 2019:** deferred to next meeting

5. **Chairman’s Report:** The following statement from the Chairman, Nic Montagu, was read to the meeting:

Statement to Members Regarding Recent Actions: The committee is determined to change the culture of abuse, defamation and libel of officials and committee members which has formed in the club in recent years. The VMCCWA as an organisation has obligations under the law, arising from the Associations Incorporation Act of 2015. The committee has responsibilities to abide by these laws. This is poorly understood, but it is all spelt out on the club website if anyone wants to look. All committee members sign an undertaking to comply with these legal requirements. All committee members sign a code of conduct. All committee members are required to protect the best interests of the club under the Act. The Commissioner can apply significant penalties where the Act is breached. Breaches of the Act are not acceptable. Breaches of privacy, misuse of members' contact details and breaches of committee confidentiality will be dealt with. Threats of violence or abuse towards officials and committee members will be reported to authorities. For the safety of members and club officials this behaviour must be addressed! No-one is suspended or expelled from the club except after an extended process in accord with the Act and Club rules. Natural justice must be maintained. Individuals charged with a breach of Club rules are entitled to privacy and details of their behaviour are not always published. All individuals subject to a breach notice have the opportunity to meet with the committee, can seek representation and can access mediation. None have. There are 9 members on the committee and decisions are by consensus. No individual runs the club or makes decisions alone. Despite public email and social media protestations recently, the individual concerned participated in the decisions he rails against and agreed with them. Unfortunately, something has changed since! The Committee has not engaged in debate regarding these matters despite his claims of harassment. Have you seen any harassment from the committee? No, because none exists. False allegations and misleading information have been repeatedly distributed causing confusion, annoyance and stress amongst the membership. Damage has been done. We cannot discuss the claims openly as they are now the subject of a legal process. Privacy of member information needs to be ensured and Committee members are entitled to protection of their reputation and the matter is now in the hands of a solicitor. Our primary focus as a committee is to administer the club - ensure services are provided such as the library & spare parts store, publish the Chatter, ensure regular events are organised, facilitate motorcycle concessional licensing through inspections etc and overall promote the preservation of vintage motorcycles. To do this, various laws

and formalities have to be abided by to ensure members can continue enjoying vintage motorcycles in a not for profit body. We don't have time to waste on the personal agendas of individuals. Nor do you. *Nic Montagu – Chair - 1 January 2020*

Following the reading of the chairman's report, John O'Brien spoke from the floor and said that he was very unhappy about the on-going attacks on the committee by email from Trevor Stephenson, and that he (O'Brien) and other members were receiving these unsolicited emails. He demanded that the committee prevent Stephenson sending him emails, and also stop the damage Stephenson is doing to the club. He also said The Chatter was a high quality publication and congratulated Murray Barnard for producing such a fine magazine, and also for the great amount of time he gave too the club as communications officer. John's comments were applauded.

Richard Argus then spoke; said that it was his second year as a committee member, and that he was pleased to be a member of a quality committee. He said the club was well served by 9 diverse members, five of who were new or recent appointees. He said the committee was united and functioned harmoniously and fairly.

6. Secretary's Report (Richard Argus)

Inwards Correspondence: CMC minutes of GM 16th December

7. Finance Annual Report (Jim Douglas) - Trading profit (spares, regalia and raffle) \$251, Income from Interest and Member fees \$7,824, Operating Expenses \$1,656 of which the chatter was \$839, Resulting in a net profit of \$6,419 for the month.

8. Reports.

Web, Admin & Chatter Editor & Publisher: Murray drew attention to 7 banners prepared for Old Iron, which were set up on display at the front of the hall. January Chatter will be published towards end of January. Require numbers of riders attending Roley TT ride (9th Feb), so meals can be booked. *Murray Barnard*

Library report: If anyone travelling to Albany, there are books to be taken to the club. Books overdue: - Gary Graham, John Alderman - *Ken Vincent, Librarian*

Spares report: There has been a great influx of spares, including mirrors and control levers. There are good stocks of oil. - *Keith Weller, Spares*

Registrar's Report: My apologies for not being able to attend this meeting, activity this last month was as follows:

New 404 registration: Yamaha RD250 by Stephen Hills, Transfer to 404 license from full license: Triumph T140 – Colin Hankinson & Yamaha RZ250R – Jeff Sanders. Change of Ownership: Harley Davidson FSTF from Peter Lowmass to Ben Smit - *Lat Fuller*

Events Coordinator: Events Past

Orabandon 2019: A very successful inaugural event. It was well attended with 23 riders, which included 16 from the VMCC. The weather was unusually hot for both days, but riders and bikes coped well. The organisation was very good and there were many helpers particularly Cathy Cudini and Melissa Argus, who kept the riders, watered, fed, and as cool as possible. Every leg of the ride had an interesting link; guest speakers kept everyone informed about the history we had ridden across or visited. We also had a private showing of a significant motorcycle collection and visited Ken Marshall's old shed (now in the custody of member Murry Guerin. 160 kms were ridden on the first day, and 230 kms on the day of the Toy run. Our club was given the honour of riding at the front of the parade which was approximately 250 strong. The evening social activities were well attended, and good food enjoyed at local venues. Thanks to Mario and Cathy Cudini for putting on the Sunday morning breakfast which was well attended.

Boxing Day BBQ (Mundaring Rose Garden): Well attended; events trailer was present.

Events Future: Roley TT - Numbers required for catering. Commitment required from members. Possibility of a celebrity guest - Alan Cathcart.

Regalia Report: Stock levels are steady. *Andrew Hobday*

9. General Business. Chris Davis asked if there would be a programme for Old Iron this year; MB said yes; 4-page special edition of Chatter. Adrian White thanked members for contributions to Salvos Red Shield appeal but was disappointed there were only 13 serviced bikes; he would like greater support from the membership.

Meeting closed at 8.37pm. Followed by drinks by Stephen Hills and New Year snacks provided by Murray Barnard and Jacqui

PRECIS OF 8 JANUARY 2020 MANAGEMENT COMMITTEE MINUTES:

1. New honour boards for display in Wattle Grove clubrooms to be made w/assistance of Mario Cudini
2. "Old Iron" to be registered as a trade name
3. Minutes and correspondence stored online "in the cloud" to improve access and preservation of archives
4. John Matthews nominated as Honorary member for donation to club parts store and contribution to motorcycling community
5. Rod Marriott reported on role descriptions project that he is engaged in for the Club

6. Draft events calendar for 2020 approved
7. Club procedures to be reviewed to update and simplify where possible
8. Old Iron display registrations to be promoted as matter of urgency
9. MC to be engaged for Old iron – Steve Bisley to be approached as to availability
10. Register of “technical experts/marque contacts” to be promoted as a Club service
11. Database security reviewed – report access to be limited to Secretary and Database Administrator to meet Association Act requirements
12. Solicitor engaged to advise on legal options regarding recent abuse of club member register and emails

VMCCWA REGALIA CURRENT PRICE LIST - MAY 2019: - Regalia Officer - Andrew Hobday - 0411 358 428

Hi- Viz Vest	\$20	Small Sticker / Decal	\$2 or (3 for \$5)
Polo Shirt	\$25	Lapel Pin	\$10 or (2 for \$15)
Windcheater	\$35	Cloth Badge	\$10
Cap	\$10	Winter Fleecy Top (End of stock)	\$50
Beanie	\$10	Winter Jacket (End of stock)	\$80
Floppy Hat	\$10	Machine Badge (Metal)	\$20

IHC TWO DAY RALLY – 7/8 MARCH 2020: Open to vintage/historic motorcycle club members. Machines ridden must be over 25 years old. For more information see the Information Pack on ihc.wildapricot.org. If you would like to post your entry in please download the Entry Pack or enter online at ihc.wildapricot.org. Please direct any queries about the rally to Glenda Patterson on 0417018225 or Bert Sykes on 0400799947. **Registrations (limited to 200 riders) close on 7th February 2020. Definitely no entries accepted after this date, or on the day of the rally, we are told.**



Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com

2020 Albany Section Events Calendar		
Date	Event	Backup
January	12 th Lynton and Rons Run	They will do backup
February	9 th Cambodia relief charity run.	Required
March	8 th Required	Chris Prescott
April	12 th Jasmine's run.	Required
May	10 th Required	Required
June	14 th Required	Required
July	12 th Required	Required
August	9 th Robin's sidecar run, and solos.	Peter Ogborne
September	13 th Kevins Spring Rally.	Required
October	11 th Richard Turpins run.	Required
November	8 th Deceased Riders Memorial run	Required
December	12 th Christmas Charity Run.	No backup

NOVEMBER RIDE - DECEASED RIDERS / GYPSY RIDERS RUN

DAY 1 – DENMARK AREA

A quite warm day (freshly imported by the Perth riders) saw about 20 riders and their bikes head off up Scotsdale Rd, followed by “sore-back Barnard” in the back up vehicle, to Ducketts Mill Cheese factory; but we were more interested in their coffees and ice creams. A nice location to enjoy a coffee, the view and good company. This was followed by a ride down McLeod Rd to visit William Bay – nice scenery and very crowded for this time of the year, but there’s always room for some bikes. (These Perth terrorists, oops! tourists seem to be starting earlier this year – can’t afford the overseas holidays these days?). Lunch beckoned next - at the Cider / Toffee factory, where they also do a reasonable burger. An hour or so passed by quite pleasantly socializing and then it was off to Denmark’s Ocean Beach. The view from the upper carpark was worth the inconvenience of the 300m of gravel! All the bikes behaved themselves admirably except for a grumpy, elderly James outfit that was taken back to the Rivermouth Caravan Park, in shame on Murray’s trailer! Once again there were only 2 bikes from Albany Section – you lot missed out on a great ride and one of the few opportunities we have to get to know our Perth committee and fellow members better; maybe next year guys?

DAY 2 – DENMARK to ALBANY and return

A few of our Albany members went across to Denmark early to meet and ride with the Perth group towards Albany, stopping at Youngs Siding to meet up with the Albany group. After a bit of socializing and a cuppa it was down Eden Rd on the Nullaki Peninsular to Anvil beach for a look- sea. Bikes lined both sides of the large carpark – a sight to warm the heart of any motorcyclist! And we had 2 representatives from the 2-stroke brigade – nice to see! Viva la difference! But once again lunch beckoned and it was off to Albany via the pretty, twisty roads through Robinson to our Little Grove Clubhouse. All made it ok – even the Suzi 500 that got temporarily lost – hello Nic! Before lunch we all formed a circle to observe a minute’s silence to remember our deceased riders; friends who we once rode with, socialized with and whose company we miss. Some of us are riding the bikes they once rode – we’re just the present caretakers of those bikes! So, onto lunch – lots of good food and good company. Our notorious biting marsh flies and ill-mannered bush flies weren’t too bad, the strong easterly sea breeze didn’t show up, leaving us with very pleasant weather in a very pleasant location. The socializing wound down by about 3pm with the Perth group heading back to Denmark, taking the elderly, grumpy (and now recalcitrant) James outfit on the trailer – again. Come to think of it, that sounds like a few of us! Our wives need not comment further! I can safely say that everyone enjoyed themselves today; that would be about 50+ of us. The smooth running of the day, especially at the Clubhouse, was provided by members working together. So wide ranging thanks are due to Cheryl, Pat, Evie, Ruth on the food front; Paul’s organizing and our chefs extraordinaire John & Jack; plus, Jim, on back up, who didn’t get any customers. My apologies to anyone I missed out. Cleaning up after was another example of “many hands make light work” in our Club. *Bernie*



Minutes silence for deceased riders held at the Section Clubrooms during the Gypsy Tour



IN LOVING MEMORY OF
Michael William Hyland

24TH APRIL 1938 -
25TH NOVEMBER 2019

OUR FAMILY THANKS YOU FOR SHARING
IN THE CELEBRATION OF MIKE'S LIFE

*"Always look on
the bright side of life"*

Vale Mike Hyland: Mike, membership number 483 was a well-liked member of our section, up until a couple of years ago he put on The Economy Run based around the lovely town of Denmark, where he and his wife Gloria lived. Even when very ill he invited us all down to their home for morning tea, it is very sad that it was the last Club event for him. We extend our sympathy to Gloria and the family.

VMCC ALBANY - 33rd CHRISTMAS CHARITY RIDE - SAT 30th NOVEMBER 2019

We thank the Albany weather gods for giving us a cool and sunny day for the ride; the unfortunately early date was predicated by the Council requiring the City Plaza for the Christmas Pageant on the 7th December and the Salvo's finding the 14th too late to purchase and assemble their Christmas hampers on time. The Club set up at Parade Ground early (thank you Lynton for the gazebo – your outfit added nicely to the occasion!) and a wide variety of bikes and riders joined us, socializing until take off at 10 am for a ride around Town, terminating at Allison Hartman Gardens / City Plaza to donate to the Salvo's. The sound of Santa's outfit, as he left, didn't inspire confidence he'd see the ride out! Counting the bikes departing at 266 confirmed we had about 100 fewer bikes than last year; various reasons and theories were suggested. Whatever the reason, the smaller number did make for a better ride. This time the Albany motorists were better behaved (no cutting into the procession at roundabouts), the procession flowed smoothly (no caterpillar effect) as the police lead car sat on 40kph, and with half the Plaza out of action, everyone easily found parking off York St. We did have the sight of Santa having to push his outfit off York St; after last year's antics perhaps, he needs to carry out some serious work on it! For the Salvo's fewer bikes meant reduced donations unfortunately, but not by a lot. We wish to thank the Police for leading, Albany Traffic Management for setting up along the run and parking, our Chairman Paul Armstrong for behind the scenes negotiating over a number of months and finally all the other Club members who helped in the lead up and on the day, setting up, liaising and clearing up after. *Bernie*

VMCC ALBANY - CHRISTMAS CLUB RIDE - 8th DECEMBER 2019

Is it THAT time already!? It's now time for things to REALLY speed up! Of course, the ankle biters can't wait. (as we did when we were young – remember?) Somewhere along the way there was an incremental but major acceleration in time passing, resulting in most of us wishing it would now slow down a bit, especially as our conveyor belts no longer stretch into the far distance. Ah well, if you can't stop it, better get with it. And so, it came to pass that 13 bikes and their riders assembled at the old gaol for our annual Christmas ride. Only 13? Yes well, there are a large number of events happening at this time of the year, can't cover them all! So off we went, stopping for a coffee break and socializing at Bakers Junction, then on to Little Grove for a BYO bbq / lunch. When the short ride terminated at the Clubhouse for lunch only 8 bikes turned up? In fact, the bikes were almost outnumbered by the cars! But with good weather and good company to socialize with, it worked out as a good time for all who attended. Santa John entertained half a dozen rug rats, who were all well behaved, of course. (that sidecar's suspension could do with a bit of lubrication, judging by the creaking sounds it made when Santa got in or out) Our resident marsh flies put in an appearance for lunch but didn't make much of an impression and we were spoiled by some nice cakes to go with a cuppa afterwards. Thank you to the cooks – much appreciated. It all wound down by about 3pm and many hands made light work when it came to cleaning up time – thank you all. Thank you Aiden doing the back up; pleasingly no bikes faltered on the way. *Bernie*



GYPSY TOUR – NOVEMBER 2019: The Gypsy tour was blessed by excellent weather this year and Denmark was its splendid best again. The Gypsy tourists coming from Mt Barker were greeted by flames, smoke and darkened skies coming along the Denmark/Mt Barker Road. The sight was impressive and the flames right up to the road. A controlled burn was a tad uncontrolled from what we could tell. Saturday and the skies were clear and a good crowd gathered for the first day's festivities. The Gypsies plus visitors from the Albany Section were away up the scenic Scottsdale Road for the first stop of the day at the Ducketts Mill Wines & Denmark Farmhouse Cheese Factory. Much coffee, ice cream, cakes and chocolate were consumed at this very scenic and relaxing stop-over.

Next the Gypsies rattled off down McLeod Road to Green Pool on the coast. I know it was a nice warm day but none of us expected to find the car park packed with cars and buses

and people presumably looking forward to a day by the water. After an appreciative look at the coastal scenery we trundled off to the Toffee Factory and Elephant Rock Cidery for a bite of lunch on their very filling burgers and chips. After much rounding up of semi-somnolent postprandial riders we headed up South-West Highway and along Ocean beach Road to the mouth of the Wilson Inlet. A nice ride and a 100 metres of gravel road later and we were enjoying the coastal view before heading back to the campground with Phil Morrison's outfit finally on the trailer.

A meal and drinks was enjoyed by most of the crew that night at the campground with the ladies turning up a feast from the mingled supplies from the Gypsy caravan! Early Sunday and we were up and joined by some Albany stalwarts for a ride to Young's Siding where the massed hordes arrived from Albany to join in on the Sunday Run. A nice winding road out to the Nullaki Peninsula was then enjoyed with yet another view of the ocean. Then back the same way to the Little grove clubrooms of the Albany Section for a BBQ lunch. A minute's silence for departed members was held, a few speeches and then we tucked into a delicious lunch. Thanks to everyone who worked on the lunch and thanks to everyone who attended the Gypsy Tour and the BBQ at the Albany Section clubrooms. In 2020 the Gypsy Tour will be camped at a different location but will still be a collegiate exercise with the great Albany Section members. – *Murray Barnard*



Gypsy Tour 2019



Gypsy Tour 2019



Gypsy Tour 2019



Gypsy Tour 2019

THE ORA BANDA / KALGOORLIE TOY RUN: What a fantastic event. I cannot praise Richard and his many helpers enough. Yes, it was hot ☀️ but that was not a problem. Whenever we stopped there was plenty of cold drinks, shade even Icy poles. Who knows where you find them in the middle of the desert? Put this one in your diary for next year, you won't be disappointed. *Steve Hills*

ORABANDON 2019 (otherwise known as "Please may I have another Icy Pole"): Our trundle through history was well attended with 23 riders, which included 16 from the VMCCWA. One member of another club impressed by riding to the event, from Busselton. The weather was unusually hot for both days, but riders and bikes coped well. The organisation was very thorough and there were many helpers particularly Cathy Cudini and Melissa Argus, who kept the riders, watered, fed, and as cool as possible. Thanks to Murray who organized a Sundowner for the group, after which we enjoyed a barbeque at the historic Union Club Hotel (a stone's throw away from the spot Paddy Hannan found the first gold). The first site we visited was Mt. Charlotte Reservoir, which overlooks the City of Kalgoorlie – Boulder and the surrounding region. This was the original reservoir, and stores less than 10% of water pumped from Mundaring weir, about 560km west. This massive project was completed in 1903 under the supervision of C Y O'Connor and holds a powerful place in our State's history. Initially it pumped 1.26m gallons a day and now supplies 9m gallons daily. All motorcycles and vehicles were stored at our workshop in West Kalgoorlie, which was the start and stopping point for each day's riding. The Beverly Bandits (Terry McKie and Dennis Rudd) camped in the yard and were blown away by the experience (a "Cock Eyed Bob" at 1.00 am rearranging the campervan and disrupting Friday night's kip).

Friday, temperatures were 40 C! We headed 50 miles north west of Kal though an area littered with working gold mines to the ghost town of Ora Banda where about 2000 miners worked the area in the early 1900's after 2 prospectors came up with 1000oz in a month. The population is now about 5. There was respite from the sun as we cooled down under gazebos erected by the support team, and enjoyed morning tea, cakes, icy poles and being sprayed with misty water! We paused at the Ora Banda cemetery. George Loverock's Norton took it seriously; deciding to give up the ghost not long after as we returned on the road to Broad Arrow. However, a new rotor and stator plate will result in a resurrection. Melissa, who was driving the backup trailer, had her first customer! Then back to Broad Arrow; lunch, more shade; time to wet the neck scarves and proceed back to Kalgoorlie, where we went to the view the Super pit; the richest gold deposit in the world. We were treated to the clearest overview of the golden mile one could ever want to hear. Mine manager, club and committee member John

Meneghini, who oversaw the melding of 2 huge mining companies into one in the late 70's gave us the most comprehensive overview of the resultant super pit one could ever imagine. The pit is 3km long 1km wide and currently 800m deep. The main ore body twists down and runs in a south easterly direction. About 15 million tonnes of earth is removed from the pit annually and 58 million oz of gold has been retrieved since Paddy Hannan found his first 100oz in back in 1893. Then on to view Bob Pinner's private collection. A significant motorcycle collection which included a Matchless G45, Manx Norton, Square Four, Gold Stars, Bonneville's and Dominators. Another historical motorcycling experience was visiting Ken Marshall's old shed (now in the custody of new member Murry Guerin). In the evening, the day was topped off with a sumptuous seafood buffet at the Overlander motel.

Saturday morning we participated in the annual Toy Run; 250 bikes riding a 20 km loop between the twin towns of Boulder and Kalgoorlie; we were cheered on through the streets. Our club was thanked by the organisers for participating and given the honour of riding at the front of the parade. Having regrouped and replenished back at the workshop, we headed south west of Kalgoorlie 25 miles to Coolgardie. It was another pleasant sun searing 43C day and bikes and riders did remarkably well. We arrived at the Lions Lookout in Coolgardie, to be refreshed by the excellent support crew once again. Interestingly (and it was the only occasion) the backup trailer became a "front-up" trailer; it was amongst the first to arrive (Melissa's excuse was she followed Mario). Home baked sweet biscuits and freshly brewed tea and coffee again proving popular despite the heat. Plenty of flavoured ice treats hit the spot as well. A Coolgardie local Tim Moore gave an excellent background to Coolgardie, its gold rush days, and other events. Like all the speakers during the 2 days, he made the local area come alive with fascinating facts behind its rich history. Then we lunched at the Denver City hotel and saddled up smartly as the fire truck responded to a call. After refueling we headed south west to Kambalda 47 warmish miles down the track. Then on to Red Hill Lookout for a magnificent view of Lake Lefroy, and the Kambalda mining operations, and more scarf – wetting! The final 55 km run was from Kambalda back to the workshop; we made it!! The evening concluded with a relaxing barbeque at the Tower Motor (where most of the riders were staying). Anna Mastai showed us the videos she had taken over the last two days

Many thanks to Mario and Cathy Cudini, who laid on a hearty breakfast for all riders on the Sunday morning, we left for cooler climes; wiser, with many good memories and new friends, and planning next year's event to be bigger and better; please join us!! **Note:** video of the Orabandon run is available to view on the club website at vmccwa.com – *Richard Argus*



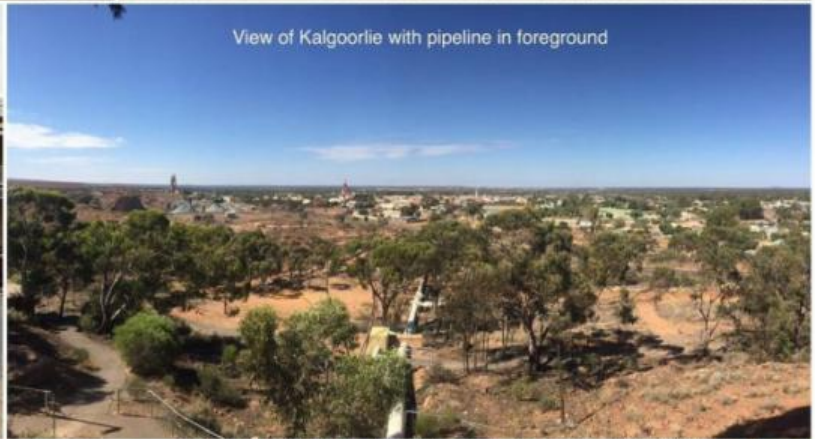


ORABANDON 2019





ORABANDON 2019



ORABANDON 2019





ORABANDON 2019

COFFEE MEETING – 2 JAN 2020: The first coffee meeting of the year was the morning after the monthly meeting and was well attended. The venue was the B Shed at the Fremantle wharves and a busy spot it was with Rotto holiday makers there in droves. A good turnout of bikes and members. The morning coffee runs return to Pickering Brook now, and are held each Thursday at 10am, at the Bean 2 Brook Coffee Shop, on the Cnr of Canning & Pickering Brook Rds, Pickering Brook.



COFFEE MEETING

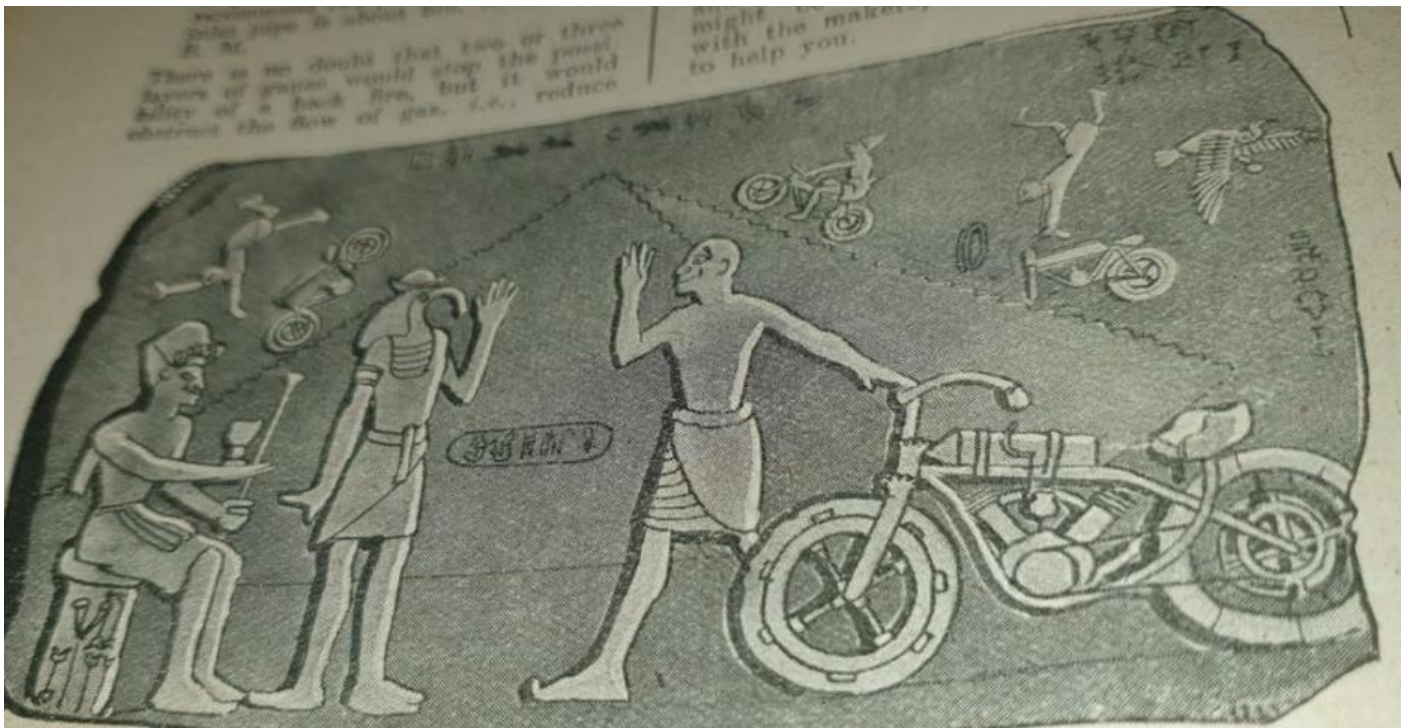
BOXING DAY BREAKFAST – 26 DEC 2019: Boxing Day and a grand crowd of happy club members joined the fray and beat the flies and heat by arriving early. The Club trailer was busy dispensing hot coffee and tea to those who wandered up the parking area to enjoy the opportunity. Thanks to Chris Davis for bringing the trailer to Mundaring Weir. A profusion of machines and happy fellow travellers enjoyed the BBQ and the company of many a “twenty-eight” parrot. Thanks to Ken Vincent for proposing the event and to Stephen Hills for helping make it happen – *Murray Barnard*



BOXING DAY BREAKFAST



BOXING DAY BREAKFAST



Discovered in an Egyptology Book from the 1920s

Numb Bums and Oil Leaks

by Adrian White

It goes without saying that the Mundaring to Kalgoorlie pipeline will be the star of any expedition to the goldfields. You follow it all the way there, every piece of that town's turbulent and fascinating history touches on the pipeline, then you follow it all the way home. And so, it was on Richard Argus' cleverly conceived and organised Orabandon. Well done Richard and thank you. The extreme heat was not expected, with the mercury hitting 45 degrees in Ora Banda ; on an old English bike, designed in a country where 30 degrees is pretty much a heatwave you ride along hoping your mount doesn't protest. A few times, riding in full gear on endless seeming long, straight stretches I thought "what the hell am I doing here, might get my head examined when we get back so long as neither the bike nor I melt in the meantime." But back in Kal, with a couple of cold beers, and the great company of our fellow travellers, I start to look forward to next year. Bring it on!

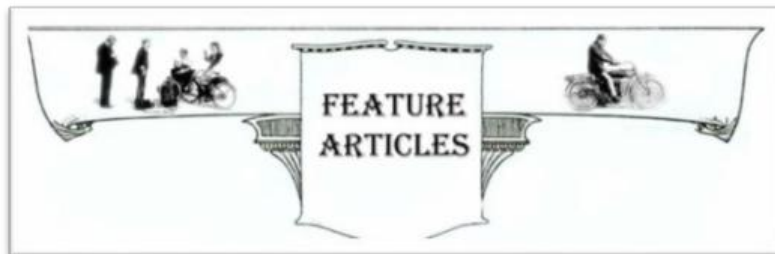
Jeff Sanders offered an interesting story back in Perth. Modern technology has the pipeline examined from the inside, thanks to a robotic device inserted in the pipe. One such inspection revealed a hitherto unknown hole in the bottom of the pipe, so a team headed out to the remote location. They discovered the hole was exactly on top of a concrete support, thus explaining why there had been no reports of flooding. Then it was noted the concrete support appeared newer than those either side. Further investigation showed a pipe had been tapped into the pipeline, and the support fashioned around it. An enterprising drug grower had noted the perfect location for a crop, hidden from view as it was by the dense bush, so long as he could water the plants. He did, for a while, at least.

Bob Love was an ex-serviceman, who managed the 8" spur line running from the Mt Charlotte reservoir in Kalgoorlie, 40 miles north west to Ora Banda. This was situated south of the Prince of Wales gold workings. The Grant's Patch pumping station, comprising a powerhouse, pump and instruments to measure water flow etc. as well as many miles of pipe, kept him busy. During several very hot spells, Bob noted a drop in line pressure which frequently was indicative of a leak, potentially disastrous, so a trip to the affected area became priority. The only evidence of any malfunction was found to be water had sprayed around at some pressure relief valves. These checked out as working perfectly, so suspicion grew they'd been interfered with. Bob camped out in the bush, near one often-opened valve, and eventually, to his amazement, found the culprits. Kangaroos. They had obviously been able

to smell the water and, no doubt by accident, had found pressure on part of the valve released a spray of "liquid gold" A metal cover was devised and fitted, ending the problem, though as Richard Argus, who told me this story said "it might have been a kindness to the parched animals not to deny them a drink."

A fellow Club member, who shall remain anonymous, lived in a happy and loving marriage, but to his dismay, suddenly found himself unable to perform his husbandly duties in bed. Straight to the doctor he went, where he was subject to the most rigorous examination. Finally, the medico put away his stethoscope and said "you are in truly fine fettle, I can see no reason at all for your problem. The issue may well be in your mind, so I'll send you to a very competent psychiatrist I know." There, our man was laid upon the couch and gently but comprehensively interrogated, beginning at childhood, to the present. The psychiatrist spoke soothingly "You are as sound and balanced in mind as anyone who's ever lain on that couch. I'm sorry, but I can't help." "Well, what can I do?" asked our hero, "I love my wife, I'm desperate!" Came the reply "I have only one rather unusual suggestion, it's different, but hear me out. I've heard there is a witch doctor, who has set up practice somewhere in King's Park. He's apparently quite good with cases like yours. I wish you luck!" He tramped all over the park, to no avail. Then, just as he was about to give up, he noticed a whiff of smoke rising from a very dense bushy area. He fought his way through to find a tent, with a couple of skulls hanging in the doorway, and smoke issuing from within. He knocked on the tent flap. Out came a figure with masses of woolly hair, a grass skirt and a bone through his nose. "Can I help?" inquired the figure, and politely listened as our hero outlined his plight. "Come in," said the doctor. "I think I can help." They sat facing each other with the small fire burning between them, and the medical man shook a collection of bones from a bag, arranging them and chanting as he did so. He threw a handful of powder onto the fire, producing a loud bang. He threw a little powder at his patient's crotch and declared "That's the best I can do for you. You can now make love twice a year. All you need to do is to say one, two, three and you're set to go, and you can do so for as long as you have stamina, several days if you want. When you are finished, just say one, two, three four, and it's all over for six months. Next please!" Elated, our man raced home, buying take-away Chinese (his wife's favourite) and a bottle of nice champagne on the way. After the romantic repast he said, "let's go upstairs darling, I've a lovely surprise for you!" They disrobed and jumped onto the bed, engaging passionately in the preliminaries. At the crucial moment Hubby said "one, two three" and as if by magic, his manhood thought it was sixteen again, and then some. "What do you think of that?" he asked. "Oh, my darling, magnificent," she replied, "I can't wait. But first, tell me one thing. What did you say one, two, three for?"





A Potted History by Murray Barnard

Vintage Motor Cycle Club of W.A.

Dedicated to the ownership, use and preservation of motorcycles more than 25 years of age



CLUB HISTORY

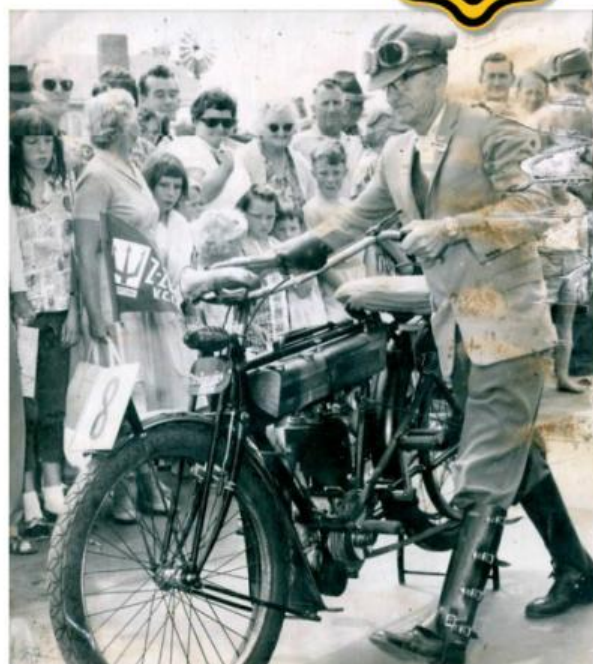
The inaugural meeting of the Motor Cycle Section of the Veteran Car Club of WA [Inc] [VCC] was held on 5 September, 1968. The Section grew quickly and before long it was clear that a motorcycle specific club was both desirable and achievable. Thus in March 1975 a constitution was derived, a committee elected and the name Vintage Motor Cycle Club of W.A. (VMCCWA) registered and the association formed. The inaugural committee was Eric Langton, Neil Stephenson, Peter Wells, Ron Morrison, Jack Berkshire, Jim Wallace, Max Sharpe, Bill Young, Charlie Lawson, B Drake. & Tom Welch. The first official Committee Meeting of VMCCWA was held on 31 July, 1975 and the first official General Meeting on 21 August, 1975. Initially pre-1955 machines were eligible for the club and in 1978 the Department of Transport introduced concessional licensing for eligible machines.

In 1983 a lot of debate ensued when it was decided to amend the eligible machine date to a "rolling 25 year" rule. The motion passed but not without a degree of dissension. During the debate a vote was taken on the question of excluding Japanese machines from the Club and this resulted in a majority voting against the exclusion. At the same meeting a "Vintage" section was formed. Of interest was the motion to ban smoking at meetings, this was passed as well. Another notable decision in this year was the contribution towards a clubhouse and spare parts facility at Wattle Grove in partnership with the VCC.

In 1985 the Club suffered a grievous loss when the President, Max Sharpe passed away. 1989 and the Club lost Ernie Legg, long term proprietor of a motorcycle shop in Fremantle. In 1990 the Club lost another stalwart when the "walking motorcycle encyclopaedia" Peter Groucott passed away.

In 1990 the Club held the Overlander's re-enactment in which a large number of members rode to Melbourne & Sydney and return. Organised by Don Bowden the event commemorated the WA Harley Davidson Club journey across the continent in 1927.

In 1993 the Club purchased Kalgoorlie personality Ken Marshall's collection. In 1999 the Club lost it's first President and 1920/30s speedway rider, Eric Langton (see below).



Above: Ernie Legg

Below: Peter Groucott



During the 2000s the Club has grown markedly as machines from the “motorcycle mad” 1970s became club eligible. Concessional licensing has proven very popular and well over 1200 machines are on the club register with 500-600 members each year.

The club moved into the digital age in 2005 with a website established at vmccwa.com and the Club newsletter became full colour and available by mail and email.

A Club unit was purchased in Maddington to provide storage for club assets which could not be stored at the Wattle Grove clubrooms. The unit is actively used for committee meetings, section meetings and social events.

Sadly the Club has seen some “pioneers” fade away” and we have lost Jack Berkshire, Lindsay Cooke, Bill Cowlin, John Rock and Charlie Lawson among others.

The Club has settled on a number of traditional events, the Busselton 2 Day and the WA TT re-enactment being the most notable. The Club has an active Section in Albany and the Gypsy Tour is now run each year to share in Club fellowship.



Jack Cunningham & Owen Page on the 1990 Overlander's



Lindsay Cooke - 1975 WA TT Re-enactment



Spencer Sheffield - 1987 Busselton 2 Day



Charlie Lawson



Above: Jim Wallace

Below: Ken Vincent



MOTORCYCLE CLASSIFIEDS

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published*

here or online. You can post your own ad on the club website or email to benrners@inet.net.au

FOR SALE:

1975 Honda 400/4 good condition on club licence \$6,000 or best offer. Richard 0427448889 or 98413040 Albany



1931 BSA Sloper: In need of restoration \$10,000 contact Paul on 0438 130 328



BMW R65LS 1981 13k only Greg 041 990 6346



Relisted

1985 YAMAHA FJ1100: Recondition motor and gearbox. Very good condition- great bike, Club rego, \$2,000 firm Phone Ben 0419 119 383

1 SET OF CRASH BARS for 1942 Harley Davidson WLA. \$300.00 ono. 1 new toolbox for BSA A10. \$55.00 ono. Assorted front mudguard stays for BSA A10. \$5.00 each. Jeff, ph 0456 057 239.

1913 1000cc OHV V TWIN POPE - engine number 163 R3, **1914 1100cc OHV V TWIN PERRY VALE** - engine number 48672, **1917 1000cc V TWIN EXCELSIOR** - engine number 88887 and 1000cc JAP engine, magnetos, carburetors, seats, tools and jigs. Three bike enclosed trailer. Will sell as one lot or individually -POA. Gary Pierre-Humbert 0439910255

TRIUMPH ENGINE for sale. Possibly late 30s. 95355562 - Raymond Selley



HONDA SHADOW CX 500 – Ripe for Resto, or build your own Cafe Racer. Phone: Terry 0419 554 735



AJS 350 1948 – Ph Don mob 0478632159

BSA A10 650 1956 – Full licence, located Albany – Ed 0427099356



SUZUKI GSX250S 1983 In good overall condition with 59000kms, currently on concessional licence till May 2020 \$1400 ONO Mick King Home 94905828 Mob 0407996682

1938 EMPIRE STAR partly restored, 90% complete, \$6000 Leon 0406609051

PARTS TO SUIT NORTON P11 AND P11A, 1 complete scrambles bike plus extra frame and sundry parts, will consider part exchange for single Norton parts, \$11000 Leon 0406609051

1970 BMW R75/5 Full registration I'm not a club member and been out of motorcycling for some years now. The Machine is in good running order. Converted to Unleaded petrol. I'm open to negotiation on price. TEXT ONLY 0423 347 383 PETER BLAKE



Expiring

TRIUMPH T150 TRIDENT 1974 ex condition, with extra fittings \$13,000 ono. Mike Davie 95275806

1947 VELOCETTE 350CC MAC fully restored zero miles from restoration ready to licence 4 speed, Webb forks, new tyres/wheels, all bearings throughout \$12,600 Ph 0439294366



1967 G15 MATCHLESS 750 \$14,000 negotiable. Terry McKie 0428 129 208 Beverley



1960 350CC R.E. BULLET, \$5,300, which has recently been fully restored, it is club registered and currently on a 404 restricted licence until February 2020. It runs well and starts on the first kick. I have the full list of parts fitted and engine work carried out during the restoration. Unfortunately, due to arthritis in my hands I don't feel confident to continue riding. Contact Stuart 0406214552 or stuartb.132@gmail.com



YAMAHA XS1100 & SIDECAR: 1978, new valves, rings, cam chain & pads. Dusting side car frame & f/glass replica chair mounted. 8 mths, full licence, \$9500 Keith Weller 92742476

WANTED:

MATCHLESS 1956 G80S: Hoping to source a headlight nacelle and tail light pressing for my G80 project. Also on the lookout for an aluminium barrel for the same, it's the long stroke engine. Rough condition is fine. Bruce Russell 0409746387

Relisted

BSA M20 engine barrel and/or head. Ph Neil 0415 640 444

SPEEDOMETER GEARBOX AND HUB GEAR to suit 1940 AJS. Gearbox is right angle type that screws into front wheel hub. Smith's type. Clockwise rotation. Kim Butt 0419193728

Expiring

A few months ago, under the classified section, there was a maroon & cream 1951 BSA A7 500cc twin motorcycle for sale. If the bike was not sold and the owner is still interested in selling, kindly contact Graham Keary on 0406 080 007 or email keary@inet.net.au

BSA PARTS NEEDED: for 1925 Round Tanker, Frame BR 9400 to BR 3100, Engine B24400 to 30900, 2 Speed gear box, Maggie and Amac carbs x 2 and Parts for 1926 Wedge Tanker, I have frame, need everything else Pat Buckless 0409298017

I am looking to buy a post war (1945 to 1955) British 350cc or 500cc twin or single motorbike in working (or near working) order. All makes considered. Please phone Graham on 0406 080 007 or email details to keary@iinet.net.au.

BSA EMPIRE STAR 1937-39 250-350 frame or part of. Barry White Ph 0458160810

Wanted any parts you willing to part with for 1927-29 k model Velocette that I am trying to resurrect if you have the

saddle type petrol tank please contact ASAP many thanks regards Richard 0419813124

SIDECAR CHASSIS AND BODY to suit a plunger frame BSA A7-A10, in fair condition. Jeff Sieber 0456 057 239

SERVICES:

SMALL ENGINEERING JOBS: undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring and resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price, m/s 870, 9304 3807, mob 0478632159



When I was younger, I worked for the Post Office. There was a man whose job it was to process all the mail that had illegible addresses. One day, a letter came addressed in a shaky handwriting to God with no address... He thought he should open it to see what it was about. The letter read: Dear God: "I am an 83 year old widow, living on a very small pension. Yesterday someone stole my purse. It had £100 in it, which was all the money I had until my next pension cheque. Next Sunday is Christmas, and I had invited two of my friends over for dinner. Without that money, I have nothing to buy food with. I have no family to turn to, and you are my only hope. Can you please help me?" Sincerely, Edna. X

He was touched by this, and he showed the letter to all the other workers. Each one dug into his or her pockets and came up with a few pounds. By the time he made the rounds, he had collected £96, which they put into an envelope and sent to the woman. The rest of the day, all the workers felt a warm glow thinking of Edna and the dinner she would be able to share with her friends. Christmas came and went.

A few days later, another letter came from the same old lady to God. All the workers gathered around while the letter was opened. It read: Dear God: "How can I ever thank you enough for what you did for me? Because of your gift of love, I was able to fix a glorious dinner for my friends. We had a very nice day and I told my friends of your wonderful gift. By the way, there was £4 missing. I think it must have been those thieving bastards at the Post Office".

--O--

Never again, just been to see my friend who is a bomb disposal expert. 3 hours to unwrap his Xmas present!!

My wife left me because I'm too insecure. No...wait, she's back. She just went to make a cup of tea.

Two female teachers took a group of students from years 1, 2 and 3 for a field trip to the races. They had a great time but through the afternoon the children needed to go to the toilet. The two teachers decided that the girls would go with one of them and the boys would go with the other. The teacher assigned to the boys guided them to the men's toilet and then waited outside. Shortly, one of the boys came out and told her that none of them could reach the urinal. The teacher had no choice, so she went inside, helped by hoisting him up so he could reach. As each one finished, she put him down and zipped him up. As she lifted one boy up to the urinal, she couldn't help noticing he was a whole lot ...bigger than any of the others. Trying not to stare, the teacher said, "You must be in Year 3..." "No Miss," came the reply. "I'm riding Kingfisher in race 7, but really do appreciate your help!!

Husband and Wife are Christmas Shopping at a busy shopping mall just before Christmas. The wife suddenly noticed that her husband was missing and as they had a lot to do, so she called him on his cell.

The wife said, "Where are you, you know we have lots to do."

He said "You remember the jewellers we went into about 10 years ago, and you fell in love with that diamond necklace? I could not afford it at the time, and I said that one day I would get it for you?"

Little tears started to flow down her cheek and she got all choked up...

"Yes, I do remember that shop," she replied.

"Well I am in the motorcycle shop next door to that."

--O--

Adrian donated this one: You never appreciate what you have until it's gone - toilet paper is a good example.



BUSSELTON TWO DAY ENTRY FORM

Saturday 18th APRIL and Sunday 19th APRIL 2020

Entries close – 16 April 2020

Name.....

Address.....

Telephone: Home Work

Membership No: Make of Machine:

H.P. or C.C. Solo or Sidecar Year of manufacture:

Club motorcycle ID. No. Reg Plate No.

Speed Category: (please nominate)

Long Course only: your preferred speed (between 40 and 75)

Please circle class entered: Veteran Vintage Post-Vintage Sidecar

Conditions: Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals.

DECLARATION AND INDEMNITY: I hereby agree to abide by the regulations and constitution of the V.M.C.C. of W.A. (Inc.) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the Vintage M.C.C. of W.A. (Inc.), the promoters and organisers and all other Club Members, their respective officials, servants, agents and representatives against all act on claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and Club eligible and I hold the appropriate driver's license.

APPLICANT'S SIGNATURE

PASSENGER'S SIGNATURE

Mail Entries to: Barry O'Byrne - 21 Sugarwood Dr, Thornlie, WA, 6108

Entry Fee: \$20.00 Make crossed cheques payable to V.M.C.C. of W.A. Cash or direct deposit to Club account.

BANK TRANSFER to Bank – B.O.Q. BSB – 126547 Acc – 21998733. You must include the following details on the bank transfer: 1. Account name – VMCC of WA, 2. Description – Busselton 2 Day 3. Message/Reference – Your Name

RUN INFORMATION: Please note that the event will start from Henry McKenna's at Lot 89 Watkins Rd, Mundijong. Arrive at start 7.30am. Start time for slow machines – 9.00am. Start time for faster machines – 9.30am. Accommodation to be privately booked in Busselton for Saturday night. Recommend you book a room at the Busselton Motel and mention the VMCCWA, 25/31 Bussell Hwy 9752 1544. People may eat at their leisure at the Ship, or any of the other local eateries.



Have you room for two more?





VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE ~~APRIL - MAY 2020~~



DUNHILL'S Motorities for Motor Cyclists



DUNHILL'S MOTORITIES FOR MOTOR CYCLISTS

WATERPROOF CAPES.

2791. Single Texture Fawn Waterproof Cape - 8 3



2986. Waterproof Cape with sleeves and pockets. Every freedom and very practical. With patent fastener and strap at neck - 18 6
2986a. Superior quality. 25



2792. A perfect protection in the severest storm, with special strap and button fastening at the neck, and double chest, rendering it absolutely impervious - 29 6



WATERPROOF SUITS. JACKET AND OVERALLS COMPLETE. Very best material. 25



DUNHILL'S MOTORITIES FOR MOTOR CYCLISTS.

DUST-PROOF SUMMER OUTFITS.



618 400 407

JACKETS.

418. Light washable material, easily slipped on over ordinary coat
418a. Waterproof best quality linen
409. Silky alpaca, grey or fawn

6 9
10 6
15 6

Drawn tight

427. Light
427a. ...
43

DUNHILL'S MOTORITIES FOR MOTOR CYCLISTS

DOUBLE-BREADED TWEED JACKETS.

LINED CAMEL.

291. Double-breasted drencher-proof jacket, covert coat length, lined camel hair, deep extension storm collar; sleeves fitted with wind cuffs - £3 0 0
291a. In fancy check frieze - 2 5 0
291c. In Devon cloth, lined Tweed - 1 5 0



DOUBLE-BREADED TWEED JACKET.

LINED LEATHER.

292. Drencher-proof, lined detachable leather, soft pliable, doubly proof against the most severe weather - 3 10 0
2993. In plain grey frieze, lined throughout with stout chrome leather, wind cuffs - 1 9 6
2996. Ditto ditto superior leather lining Detachable leather lined 5/- extra



Breeches or Overalls made to match above. All the above may be had from stock, or made to customer's at no extra cost. Fit Guaranteed

DUNHILL'S MOTORITIES FOR

MOTOR CYCLIST'S APRON

Very easily put on. Affords efficient protection and obviates the necessity for wearing leather breeches.

294. Waterproof leather cloth - 0 12 6
295. Superior leather, black or brown - 1 1 0
296. Regent leather, free from grease or surplus dressing, strong and pliable, perfectly waterproof - 1 10 0



OVERALLS.

545. Soft black leather, per pair - 1 5 0
546. Black rubber, proofed - 0 6 0
512. Ditto, extra stout - 0 9 3
513. Black oilskin - 0 3 9
514. Ditto, extra heavy - 0 5 0



CLUB COMMITTEE & OFFICIALS

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Nic Montagu – 0427171702 chair@vmccwa.com

Deputy Chair: Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550 rargus@bigpond.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

Communication/Assistant Secretary: Murray Barnard – 0434215665 ildottore@iinet.net.au

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au,

Events Coordinator: Stephen Hills – 0413678604

steve.mag@icloud.com,

General Committee Members: John Meneghini -

jme36698@bigpond.net.au, Neil Freeman -

N_Freeman@outlook.com

WEB & PUBLISHING TEAM

Webmaster, Chatter Editor, Publisher: Murray Barnard –

0434215665 ildottore@iinet.net.au

Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benners@iinet.net.au); & Chas Bayley

TECHNICAL OFFICERS

Registrar: Lat Fuller (registrar@vmccwa.com) 0468 310 215

1st Time Examiner and Concessional Licences: Phil Skinner 94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock – 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617

(mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103

les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections: Keith Weller – Bushmead – 92742476, Greg Eastwood – Coolbinia – 0438041072, Jim Douglas – Kallaroo – 94016763, Maurice Glasson – Mandurah – 0410000617, Colin Brazil – Warwick – 0437607067, Les Vogiatzakis – Dianella – 0488915103

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863

membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425

mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563

sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Club Trailer: see Unit Caretaker

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary

Pre-31: Art Woldan – 93303264, Treasurer: Brian Rodwell -

92561844 (fees payable to BSB 016499 Acc 481977532)

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604

steve.mag@icloud.com, Treasurer: Chris Davis –

chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc

0260192. Facebook page: facebook.com/groups/vmccwapost70

ALBANY SECTION: Chair: Paul Armstrong – 0417051378

(patnpaul2016@gmail.com), Albany Section Secretary: Roger

Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe, W.A. 6057

Website: www.vmccwa.com

Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook & then message web admin).

Monthly Club Meeting: First Wednesday of the month, Wattle Grove Clubrooms, Hale Rd at 8pm

Pre-31 Section: Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

Post 70'S Section: Meeting 3rd Monday of each month.

7.30pm Unit 4, 4 Malcolm St, Maddington

Albany Section – 1st Thursday of the month 7.30pm sharp. Little Grove Albany.

Parts Store: Open most Weds 9am -12 Noon & monthly meeting nights from 7pm

THE VINTAGE CHATTER™: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12th of each month. The impossible we do, miracles take longer.



BASIC VMCCWA™ PRINCIPLES: The Club exists for ALL members. In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Cover:

Gary Tenardi & AJS at the Old Forkers Display

Coming Events

REGULAR APPROVED CLUB EVENTS:

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Albany Section – 1st Thursday of the month 7.30pm sharp. Little Grove Albany.

Parts Store: Open most Weds 9am - 12 Noon & monthly meeting nights from 7pm

Thursday Morning Coffee Meet-ups: Meet at the "Bean 2 Brook" cnr Canning & Pickering Brook Rd's, Pickering Brook, 10.00am, Thursdays for Coffee, snacks & chat. Enjoy the ride through the hills.

for all other members will be through the public gate at 8am. Again, the club is seeking club eligible machines for display. To register machines for the display contact Murray Barnard via phone or email at 0434215665 ildottore@iinet.net.au asap.



4/5 APRIL 2020 – ROARING TWENTIES RUN™: Start time is at 9.AM from VMCCWA club grounds Hale Rd, Wattle Grove. Parking is available overnight in the grounds open from 7am Saturday. Accommodation ph numbers Beverley Hotel 9646 1190 or Freemason Tavern 9646 1346 Fee includes Saturday night dinner at Beverley Hotel and Sunday BBQ. Entry Form on flyer with this Chatter. Any queries please contact Ken on 92932093 or 0439294366 bognorridge@yahoo.co.uk

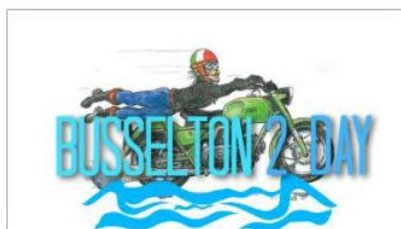
barryobyne2007@yahoo.com.au.
[Entry form in this Chatter](#)



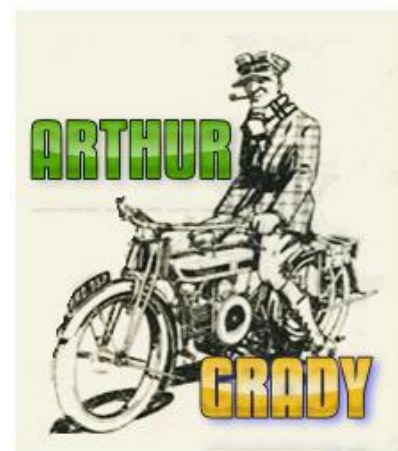
3 MAY - CAFÉ HOP – Meet at The Northside Cafe (closed for renovations) Northside Drive Hillarys Sunday 3rd of May 9.00am for a 9.30 start. Travelling north hugging the coast to Yanchep lagoon for the first caffeine stop. Then head inland and skirt around the back of Barbagallo racetrack and finish at Leapfrogs Cafe for lunch and refreshments. No backup provided although if you have a problem you won't be left stranded. Contact Steve Hills 0413678604



22 MARCH 2020 – OLD IRON CLASSIC MOTORCYCLE SHOW AND SWAP MEET™: **22 MARCH 2020 – OLD IRON CLASSIC MOTORCYCLE SHOW AND SWAP MEET™:** The Motorcycle Show and Swap Meet is on 22 March 2020 at the Cannington Showgrounds. Members registered to display machines at the Show may enter the Showgrounds on Saturday afternoon to unload their bikes. The grounds will be secured overnight and exhibition hall will be manned at all times. Alternatively entry is available from 6 - 8am on Sunday for members registered to display machines. Entry is free for members displaying machines. Entry



18/19 APRIL 2020 – BUSSELTON TWO DAY RALLY™: is an iconic event for the VMCCWA and is worthy of your support as a member and M/C enthusiast. This event has a long history and has played a role in developing some of the legends of this club. The event was first run in Feb 1972 and the riders faced strong winds and 45c heat. All of the 45 entrants rode belt drive veteran bikes as well as braving those conditions. Please note that the event will start from Henry McKenna's at Lot 89 Watkins Rd, Mundijong. Arrive at start 7.30am. Start time for slow machines – 9.00am. Start time for faster machines – 9.30am. [Contact: Barry O'Byrne, 0418936254.](mailto:Barry O'Byrne)



9 MAY - ARTHUR GRADY - Maritime Museum Fremantle. Display from 10:00 until 12:00 Trailer parking available by prior appointment. The Arthur Grady display is to commemorate the great achievement of a Fremantle bicycle maker who became the first person to ride a motorcycle around Australia in 1924. He rode a Douglas 350. We are hoping to see a replica of the bike Arthur rode all those years ago at the display again this year. All the older pre-31 bikes will take pride of place at the entrance to the museum. All members will be welcome to bring their 25+ year old bikes. Other clubs will also be invited but normally VMCC of WA are the

motorcycle club with the majority of members at the event. This is normally a good social event with an opportunity to meet and talk about old bikes. There are plenty of facilities for tea/coffee, food in the area. The B shed is popular and the museum itself

has a small cafe. Bikes will be on display from 10:00 until 12:00 but you will find bikes arriving from 09:00 onwards. We are hoping to see a few more pre-31 bikes this year. Please bring cardboard to absorb oil if your old bike is not oil tight. For guys and gals coming from the

northern suburbs we can meet at Hillarys Boat Harbour (northern boat ramp) Car Park at 09:00 and ride as a group to the event. Contact: Jim 9401 6763 if you need more information [<treasurer@vmccwa.com>](mailto:treasurer@vmccwa.com)



Roley TT: *"Many thanks for organising such an enjoyable ride for me yesterday. It was good to meet your fellow club members, and thanks to the club for the hospitality at lunch - what a lovely venue". Alan Cathcart*

We were very fortunate to catch up with famed motorcycle journalist Alan Cathcart recently and he joined us for the Roley TT. Very interesting chap who has a wealth of knowledge of motorcycles of all eras and has travelled world-wide to ride and test machines from GP to vintage.

Alan has promised to join us on a future event when he is next in Perth.



Found: Has anyone lost a large wad of \$50 notes, wrapped in an elastic band? Please get in touch ASAP, I've found the elastic band.

Missing Sidecovers: Does anybody know the whereabouts of the following items? The BMW R100 sidecar outfit which belonged to Clive Glands, parked in his workshop at Jarrahdale, in the last nine to twelve months someone has removed the two plastic side covers which are blue with R100 stickers. This has not been noticed before because the outfit has been covered. Clive has a lot of interested visitors club members and others. I am now the owner of the outfit and would like to get them back. Contact Mike Davie – 95275806. Can you believe that, what a very low thing to do to Clive!

From the Motor Cycle July 1920 - *"Australia is to produce its own motor cycles. True, only a few firms have started to make machines, but if they are successful others are bound to follow suit, and a field for export trade will gradually be lost to both American and British manufacturers. One of the Australian produced machines is known as the Aussi-Also, is all-Australian, and the price mentioned in its connection is so low that without doubt it would have a strong appeal with British motor cyclists...It is advertised as designed by Australians, built by Australians, for Australians...The engine is a large two-stroke, claimed develop 7hp. This type of engine was adopted for its simplicity, as the average 'Aussie' is a slap-dash' individual not accustomed to fine machinery."* Hmmm, maybe with the attitude expressed in the last sentence maybe it is not surprising Indians and Harleys were so popular in the 20s in Australia!

Online Technical Library: In between Old Iron preparation I have been busy sourcing and adding items to the Online Technical Library. I have uploaded the following 186 items so far this year if anyone is seeking information on an esoteric collection of machines and accessories. There are over 600 items in the online library now.

National Veteran Motorcycle Rally 2021: It's official, the Indian Harley Club (Bunbury) is hosting the National Veteran Motorcycle Rally based in Manjimup WA from 17-22 October 2021 **and** the following week The Veteran Car Club of WA is hosting the National Veteran Rally (for cars and bikes) from 24-29 October 2021, based in Busselton WA.

The Empire in Reverse: With Brexit and the Brits hopeful of somehow reviving the British Empire in some way it is ironic to see how it is India now which has taken precedence over the British motorcycle industry. Royal Enfield is owned by Indian industrialist Siddhartha Lal. Rajiv Bajaj, has recently announced a non-equity partnership with John Bloor's Triumph Motorcycles. India's giant Mahindra Corp. is about to relaunch the BSA brand later this year after acquiring the trademark. With the collapse of Norton in the UK, Hero Motocorp boss Pawan Munjal is considering a bid to acquire the marque.

Old Iron Motorcycle Display: Time is now tight, but there is still a chance to get your machine registered for the Club display at the Old Classic Motorcycle Show & Swap Meet. Entry is free for those who have registered a machine for the Display. As well we are again churning out display boards to give members of the public some idea what they are looking at. You also have to be in to win it, there will be trophies for each class – Veteran/Vintage, Post Vintage, Classic, Post Classic & People's Choice. If you haven't entered and want to enter, just write to me at ildottore@inet.net.au or ph.0434215665



The VMCCWA Old Iron Motorcycle Show and Swap Meet

There are 3 main attractions:

- The VMCCWA Vintage & Classic Motorcycle Display (main exhibition hall)
- The Perth Motorcycle Swap Meet (grassed area across from the display halls)
- The Centenary of Motorcycling Show (Swap Meet side of the main exhibition hall).

In addition, there are club and trade displays in the smaller display hall and on the grassed areas near the display halls. The Machinery Preservation Club also will be displaying their stationary engines and making a soothing racket.

This year, we are pleased to announce that the iconic Australian actor and author Steve Bisley, known for his role as “Jim Goose” riding the MFP 1000 Kawasaki in the film Mad Max will appear as the Old Iron event MC and Show ambassador. Steve has a cult following in the motorcycle world and is recognised internationally for his roles.



Club Motorcycle Display: Members registered to display machines in the Club Display will receive free entry. Display boards for their machines will be available at the Exhibition hall. The aim is to display the machines in chronological order. Note you can bring machines on the Saturday for setting-up. The venue will be open from 12 Noon to 5 pm for this purpose. Machines will be secured and club officials will stay at the venue overnight to maintain security. Alternatively machines can be brought in for the display on the Sunday between 6 & 8 am. Awards for selected machines on display will be drawn at 11.30 am. Members prepared to start their machines in the static display on the Saturday are asked to advise the display attendant on the day. A roller starter will be available to assist with starting.

Swap Meet and Trade Displays: The swap meet will occur as usual, members participating in the swap meet will have to pay a sellers entry fee even if displaying a machine/s in the Club Display.

Centenary of Motorcycling: This is a display of machines over 25 years old owned by members of the public. The standard buyers entry fee applies. Awards selected machines will be given for this display at 10.30am.

Trade displays: There will be a number of trade displays at the Show, these will be either in or outside the Smaller Exhibition hall.

Catering: You won't starve at the Old Iron Motorcycle Show and Swap meet, there will be a canteen with coffee, tea, cakes etc in the small display hall and a coffee van, ice cream van and sausage sizzle outside in the alfresco area.

Display Boards: All machines registered for the Club Display will receive display boards, as per example below, these will be A4 size, laminated and mounted. All boards designed prepared by Murray Barnard with thanks to Richard Argus for the printing & mounting of the boards.



OLD IRON SCHEDULE OF EVENTS

SATURDAY - 21 March 2020 - Showgrounds Access

12 Noon – 5 pm Early set-up entry for Members with registered machines for display

SUNDAY - 22 March 2020

6 am – 8 am - Members entry with registered machines for display

7.30am – Sellers entry – setup on grassed area

8 am - Public entry – through main gate

9 am, 10 am and 11 am - Static Bike Display

A number of older machines will be started for the interest of the public
Location – outside the smaller display hall

10.30 am -Centenary Motorcycle Display Award Presentation

For members of the public displaying machines over 25 years of age.

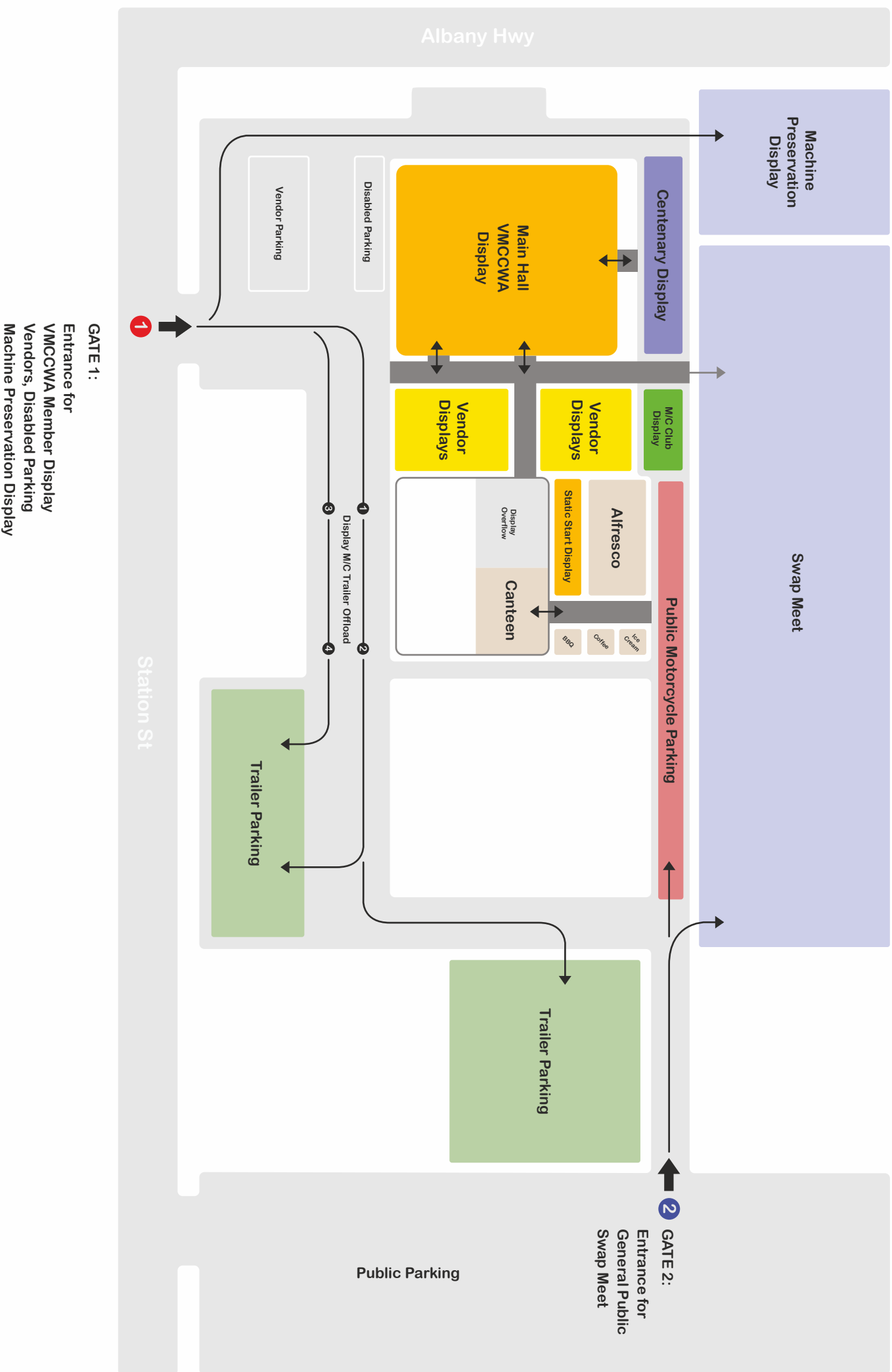
11.30 am - VMCC of WA Display Award Presentation & Door Prize Draw

Awards or VMCC of WA categories as follows:

Veteran / Vintage – (Pre 1931), Post Vintage – (1931 – 1950),
Classic - (1951 – 1970), Post Classic - (post 1970), People's Award.
Door Prize winner drawn. Location – Main Display Hall

12 am - Show closes

Old Iron 2020 Cunningham Showgrounds



Club Display: A list of the 130 machines entered for the display follow. Thanks are extended to those members who have registered their machines for the Club Display at the Old Iron Motorcycle Show. Without willing members the display could not happen. Machines can be unloaded Saturday afternoon between Noon and 5pm and will be secured overnight. Alternatively, machines can be unloaded between 6-8am on Sunday morning. Members displaying their bikes are to be commended for helping to promote the Club.

Note: New display boards will be provided for all these machines and made available on the day, no need to bring old ones. List correct at time of printing.

1973	Moto Guzzi V7 Sport	Jeff	Sanders	1928	Triumph Model N Deluxe	Bruce	Kirk
1978	Yamaha SR500E	Jeff	Sanders	1959	BSA A10 650	David	Moore
1989	Suzuki RGV250	Jeff	Sanders	1973	Yamaha RD200	Simon	Holder
1941	James ML125	Jeff	Sanders	1979	Suzuki GS850	Kim	Butt
1949	BSA 500 A7	Joe	Singh	1934	Indian Chief	Steve	de Mol
1975	Honda CB 750	Shane	Weller	1936	HD VL	Steve	de Mol
1978	Honda CB 650	Keith	Weller	1946	HD Knucklehead	Steve	de Mol
1975	Honda CB 550	Shane	Weller	1942	HD WLA	Steve	de Mol
1975	Honda CB 400	Keith	Weller	1953	Indian Chief	Steve	de Mol
1972	Motobecane 125	Keith	Weller	1957	Triumph Tiger T110	Stephen	Lock
1972	Benelli 250	Keith	Weller	1981	BMW R80 GS	Geoff	Clew
1951	Ariel 500	Keith	Weller	1950	BSA ZB34 500	Arthur	Sutton
1960	BSA A10 650	Henry	Mckenna	1964	Honda C77E CB305	Arthur	Sutton
1952	Norton ES2 500	Henry	Mckenna	1970	Honda CB450	Mike	Chapman
1937	Norton 16H	Henry	Mckenna	1968	BSA Rocket 3	Neil	Freeman
1980	Suzuki PE400T	Richard	Argus	1974	Honda 400/4	John	O'Brien
1950	BSA Golden Flash A10	Richard	Argus	1976	Triumph Bonneville	Kenneth	Jordan
1972	Honda CB450 K5	Chris	Donegan	1912	Rudge Multi 500	Murray	Rudler
1941	M20	Barry	O'Byrne	1914	Royal Ruby 269	Sharon	Rudler
1936	Levis	Barry	O'Byrne	1967	Bultaco Metralla	Paul	Hunt
1970	Ducati Mk3 250 Desmo	Barry	White	1937	BSA 350 Empire Star	Barry	White
1975	Triumph Trident T160	Ian	Whitfield	1948	BSA A7 500	Steve	Cable
1951	BSA D1 Bantam 125cc	Michael	Byrne	1951	Triumph T100 & sidecar	Stevan	Payne
1969	Triumph Bonneville	Les	Vogiatzakis	1927	Harley Davidson	Alan	Auburn
1971	Norton Commando	Jim	Douglas	1951	BSA Golden Flash A10	Rob	Lisiter
1970	BMW R75/5	Art	Woldan	1950	Norton Model 7	Chris	Whisson
1917	Douglas W	Lat	Fuller	1976	Suzuki GT250	Gordon	Cecil
1950	BSA bantam D1	John	Moorehead	1976	Aermacchi SS250	Chas	Bayley
1927	FN M70 350	Murray	Barnard	1988	Honda GL1500	Ken	Robertson
1986	Honda GB500TT	Murray	Barnard	1924	Norton Model 18 500	Chris	Cooke
1978	Moto Guzzi le Mans	Murray	Barnard	1951	Norton ES2 500	Chris	Cooke
1957	BSA Gold Star	Colin	Tie	1965	Fuji 175	Noel	Simmons
1957	Triumph Tiger 650	Bill	O'Halloran	1939	BSA Silver Star 350	Barry	White
1952	BSA Gold Star	Peter	Rule	1974	Norton Commando 850	John	Voogt
1988	Matchless G80	Ted	Rayfield	1964	Matchless G12 650	Lionel	Hall
1940	AJS 16M	Kim	Butt	1964	BSA C15	Doug	Thompson
1972	BSA A65 Lightning	John	Meneghini	1926	BSA Model B26	Ken	Foster
1981	Yamaha YZ465	John	Meneghini	1973	Triumph T160	Rhona	Finningan
1983	Yamaha IT490	John	Meneghini	1948	AJS 350 16M	Don	Price
1979	Honda CR250	John	Meneghini	1953	BSA Golden Flash A10	Don	Price
1965	BSA C15	Paul	Levi	1956	Triumph T110 650	Don	Price
1970	Triumph TR6 Trophy	Michael	England	1956	Ariel HS 500	Gary	Tenardi
1940	MDD Velocette 350	Ken	Vincent	1948	Ariel VH sidecar	Gary	Tenardi
1929	Ktt 350 Velocette	Ken	Vincent	1962	Velocette Venom	Barry	Davies
1976	Moto Guzzi T3	Barry	Scorer	1966	Matchless G80	Nic	Montagu
1950	BMW R51/3	Bob	O'Leary	1930	Ariel Model G 500	Nic	Montagu
1983	Kawasaki GPZ1100 A3	Sean	Killalea	1972	Kawasaki 900 Z1	Jayson	Schreurs
1984	Kawasaki GPZ900R	Sean	Killalea	1910	Triumph	Michael	Rock
1976	Moto Guzzi le Mans	Stephen	Hills	1913	Yale	Andrew	Repton
1978	Moto Guzzi le mans II	Stephen	Hills	1910	Norton	Andrew	Repton
1972	MV Agusta 350B	Stephen	Hills	1984	Honda VF1000F	Shane	Weller
1961	BSA Gold Star DBD34	Mick	Mazzeo	1937	BSA G14	Brett	Jones
1916	Harley-Davidson	Spencer	Sheffield	1937	Matchless G8	Jim	Clark
1963	Norton Dominator 650SS	Jim	Douglas	1952	Matchless G80 CS	Jim	Clark
1961	Harley Duo-Glide	Rene	Bisschops	1975	Yamaha DT400	Richard	Argus
1948	BSA M21 & Bursmar	Richard	Faulk	1923	Beardmore Precision	Jeff	Lindley
1979	Triumph Bonneville	Colin	Hankinson	1933	Royal Enfield	Jeff	Lindley
1975	Moto Guzzi T3	Colin	Hankinson	1935	Royal Enfield	Jeff	Lindley
1972	Norton Commando	Gerald	Connolly	1937	Royal Enfield	Jeff	Lindley
1974	Honda CB750	George	Loverock	1946	Indian Chief	Roger	Bowen
1971	Honda CB500	George	Loverock	1967	Matchless G15	Terry	McKie
1980	Kawasaki Z500	Rob	Rowe				

VOLUNTEERS: in addition to the members who have registered to bring in their machines for the display, a good number of members are helping out with different elements of the show. Without volunteers the Show could not happen. (Apologies to anyone who I have missed, if necessary, I will update this list in the next Chatter. *Ed*). Those who are helping make it happen, include:

Old Iron Sub-Committee: Richard Argus, Nic Montagu, Jim Douglas, Barry O'Byrne, Les Vogiatzakis, Neil Freeman, Murray Barnard, Stephen Hills, John Meneghini, Jeff Sanders & Dennon Pike.

Thanks in particular, are also given to the following teams of volunteers:

Gate Team: Neil Freeman, Lat Fuller, Chris Meyer, Gary McIntosh, Warren McEvoy, Ian Whitfield, Baxter Freeman, John Meneghini & Ray Oliver.

Motorcycle Show Team: Murray Barnard, Richard Argus, Stevan Payne, John O'Brien, Rob Rowe, Dennon Pike, Barry O'Byrne, Keith Weller, Shane Weller

Swap Meet, Small Exhibition Hall & Ground Control: Colin Hankinson, Nic Montagu & Jim Douglas

Security & First Aid: Les Vogiatzakis, Rob Litster,

Catering Team: Coordinator - Steve Hills, Drink supply - Chris Davis

Sausage Sizzle Coordinator - Jeff Sanders. Team - Sean Killalea, George Loverock, Rhona Finnigan, John Holstein, Walter Cattelino, Bernie Carton, Ken Robertson, Ray Beinke, Simon Horder, Andy Summers & Gerald Connolly

Canteen: Coordinator - Flo Barnett. Canteen Team - Melissa Argus, Pippa Freeman, Jacqui Thurgood & Val Loverock



BOOKS NEW TO THE LIBRARY: Ken Vincent, Librarian, advises the following new books have been received;

Rudge Wrinkles 4 Valves 1929 - Rudge
Triumph And BSA Triples - Mike Duckworth
The Invention Of The Bicycle And Motorcycle - Derek Roberts
Norton a Racing Legend - Jim Reynolds
Triumph The Legend - Mac McDiarmid
The Return Of The Legend Triumph - David Minton
Jawa 250cc 1953

BSA C10 Instruction Book
Norton Model 7 Instruction Book
Cycles and Motorcycles
The 1914 BSA Hand Book
Restoring Frames & Forks - Roy Bacon
Floyd Clymers Historical Scrap Book
Triumph Motors Hand Book 1915

PRECIS - MANAGEMENT COMMITTEE MEETING MINUTES - 12 FEB 2020:

1. Fair procedure for sale of donated motorcycles to be developed and publicised in the Chatter
2. Legal action re abuse of Club officials and the misuse of Club membership data - legal warning to be issued
3. Old Iron sub-c'tee to meet 22 Feb 20 - Cannington Showgrounds to be hired for both Saturday & Sunday to enable required setup
4. All Club accounts to be managed from the same bank as the Club's main account in future
5. New member packages to be distributed at Club Monthly meetings as per usual practise.
6. Proposals for life membership to be considered prior to the AGM

BALLOT OF DONATED MOTORCYCLES – 1984 TS185 AND DR600: Two motorcycles have been donated to the club by a motorcycling enthusiast and both are currently registered. They are 1984 Suzukis, a TS185 and a DR600. The Committee and Parts Store have decided to set a fair market value for each bike and to seek interest in purchase through a ballot system. A ballot system is seen as a fairer way to pass items such as motorcycles on to members rather than an auction to the highest bidder. The bikes will be advertised in this and the next Chatter and will be available for inspection at the club store over the next few months. The ballot will be available only to financial club members, who register interest in writing at the parts store, before the ballot is drawn. A date for the draw will be advised in the next Chatter as will be the price sought by the Club. Both machines are low mileage, fully licensed, 404 eligible but need some servicing and general maintenance. To be sold as is.



GREAT NEWS FOR BOOK LOVERS: Ken Vincent has advised that for the next 6 months, on a trial basis, that he is opening the Club Library from 9-11am on Wednesday mornings.

GET TO KNOW YOUR COMMITTEE: Richard Argus; evidence that your Secretary is a straight shooter....pic below straight from the Mt Carnage Station archives...

NEW STOCK OF CLUB STUBBIE HOLDERS: Andrew has advised new stock of club stubbie holders is now available @ \$5 each, as shown below.



Minutes of the VMCCWA Monthly Meeting – 5th February 2020

Held at Wattle Grove commencing at 8.01 pm

Chairman: Nic Montagu, Secretary: Richard Argus, Treasurer: Jim Douglas

Apologies: No apologies.

Members Attending: - 75

1. **Visitors: - 4** David McNail, Brian Galton-Femh, Manual De Freinas, Eimelle De Freinas.

2. **Welfare report:** Roger Bowen – undergoing chemo, Bob Rees – no movement yet in lower legs. Ken Hopkins – formerly a very active member. Now affected by dementia. His wife Maureen also requiring care. Keith Perry - had knee replacement.

Kevin Badby – has had serious infection following back surgery; recovering. Des Phillips – stress issues. Brian Lawrence – has dementia.

3. **New Member applications:** The following have applied for membership of the club. If anyone knows of any reasons that they should not be accepted, then make your views known to a committee member:

Raymond Clarke (Re-Joining), Robin Parkin, Alan Cox & Stephen Miller

If any financial member believes that it is undesirable for any of the following applicants to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice.

4. **Minutes of the GM November 2019:**

Noel Simmons proposed the minutes be accepted. Seconded by Keith Weller.

5. **Minutes of the GM January 2020:**

Ken Vincent proposed the minutes be accepted. Seconded by John O'Brien.

6. **Chairman's Report:**

It's really important that we all support the Old Iron motorcycle show. Why? We are one of the only motorcycle clubs that are active in the community, We have a long history that captures multiple generations and its important that we continue this activity and involvement for generations to come. If we don't support it we risk losing the privilege of riding old motorcycles out on the road. As our machines get older in relation to modern vehicles out on the road and automation on the horizon It would be a fair call to suggest that concessional licensing will at some stage be at risk. If we can demonstrate the importance of our vintage machines in the community, by getting them out of the shed and displaying them we will have a better chance of passing this legacy onto to generations to come. This year we have been lucky to include the Australian actor Steve Bisley as MC for the show. In motorcycle circles, he is well known as "Jim Goose" the Motorcycle cop riding the MFP 1000 kwaka. Having his attendance will only attract further interest in the show by attracting a wider audience to attend. He will also offer some entertainment factor by engaging with bike owners, and the public. To make this show a success we need help. We need volunteers and would like to invite any family – it could be a sons, grandson or a friend. We need help to get motorcycles off trailers, direct people and ensure that the morning bump into the hall runs smoothly and efficiently. They need to be fit, and physically able to handle an motorcycle, tie downs etc. and willing for a 5.30 start. Please let any of the committee if you can assist. – *Nic Montagu*.

7. **Secretary's Report - Richard Argus**

Inwards Correspondence:

Veteran Car Club WA – Invitation to Film Night 2020 (15th Feb at Hale Road – 6.30 pm).

CMC – Letter to CMC clubs re modified vehicle licencing concessions (Frank Casella).

Outwards Correspondence:

Vintage Car Club - Jim Douglas wrote a positive letter to VCC, indicating our desire for more frequent communication and a stronger relationship.

8. **Finance Annual Report** (Jim Douglas) – No Sales in January due to Christmas shut down. Small amount of cost of sales, due to raffle prizes. Income from bank interest was \$2,351 and membership fees \$3,671 giving a total income of \$6,022.

Operating Expenses was \$1,853 mainly from Chatter costs of \$1,100 in the month.

Giving a net surplus in the month of \$4,029

9. **Reports.**

Web, Admin & Chatter Editor & Publisher: The Tech Library (website) has been updated; many new items posted. Members planning to ride on the Roley TT (9th Feb) need to confirm so the meals can be booked. Alan Cathcart will attend as a guest.

85 bikes registered so far for the Old Iron Motorcycle Show & Display. - *Murray Barnard*

Library report: 3 new books received. There is a donation from the northern suburbs; request for a member to collect. Rod Block donated a book on BSA & Triumph triples. Books overdue: - Jim McGregor, and Graham Carey (2 overdue). *Ken Vincent, Librarian*

Spares report: All going well. Additional shelving has been erected. A large quantity of Kawasaki parts have been laid out, as well as Norton. Reminder that the spares shed is open every Wednesday morning from 9 am – 12 pm. Morning tea at 10 am. Everyone is welcome. - *Keith Weller, Spares*

Registrar's Report: - Lat Fuller

Activity this last month has picked up in anticipation for the new season as follows:

New 404 registration:

Jawa California – Garry Webb

Transfer to 404 license from full license:

Kawasaki VN 800 – Andrew Hobday

Yamaha SR650C – Andrew Duncan

Harley Davidson FLHR Road King - Alun Hughes (from Esperance)

Matchless G80 – Ted Rayfield

Triumph Trophy 1200- Peter Boreman

Change of Ownership

BMW R100 TIC (combination)– from Clive Glands to Mike Davie

Kawasaki W1 – from Bill Morrell to out of the club.

Dating Report: - *Maurice Glasson*

Two bikes dated for the month of January

1940 350cc Triumph Model 3SE for Brian Wiren

1954 250cc BSA C10L for Norman Veitch

Dating Officer Post 70's: - *Les Vogiatzakis*

6 post 70's bikes were dated, and another 6 had been started in January 2020 that were completed on 02/02/2020 (so not listed).

January included

1983 Honda CT200

1995 Kawasaki VN800

1974 Norton 850 Commando

1975 Yamaha XS650C

1981 BMW R80GS Paris Dakar

1995 Harley Davidson FLHR 1340 Road King

Re-Dated and reissued:

1970 Jawa CALIFORNIAN

Comment: Make sure you register them for the Old Iron Bike Show and Swap Meet. Some serious machines that are getting hard to see or see as good as these have been maintained as the years go by.

CMC Representative: - *Les Vogiatzakis*

The vacant secretary and treasurer positions have been filled. The government is considering a new licencing scheme for 30-year-old rolling modified vehicles. This will take some time to unfold.

Events Coordinator: – *Steve Hills*

Events Past

Visitors were invited to attend events. Last Friday night Run was attended by 10 riders, and partners.

Events Future:

Northam Swap Meet on 16th Feb. Meet at Mundaring Station Master's house at 6.30 am, for 7.30 am start. Leaving Northam at 10 am; destination will be the Bakers Hill pie shop.

23rd Feb is the Old Forkers Run at the Hale Road club rooms. There will be lots of bikes and memorabilia on display, and a short 45 min run, followed by breakfast. 7.30 am start, followed by breakfast. All bikes are welcome.

Roley TT - Numbers required for catering. Commitment required from members. Possibility of a celebrity guest - Alan Cathcart.

Old Iron; 22nd March; the club's premiere event.

Regalia Report: Business as usual. *Andrew Hobday*

10. General Business:

Chas Bayley asked question re stolen bike issues; is there a way to check if authorities have a stolen bike list?

Neil Freeman requested additional volunteers for the Old Iron gate team.

11 Bits & Pieces:

Andrew Hobday advised there is an auction of stationary engines at Corrigin on 7th March.

Rod Marriott is looking for a Bantam toolbox or lid.

Rod Block requires a set of 850 Commando barrels

Ray Venke requires a set of triple trees for 1949 AJS.

Nic Montagu requires Matchless headlight ears.

Ken Robertson is seeking information on James Captain motorcycles.

Meeting closed at 8.43pm.





Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

ALBANY SECTION MONTHLY CLUB RUNS & EVENTS

Albany members please note: if you change your contact details please notify the section secretary. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com

2020 Albany Section Events Calendar

April	12 th	Jasmine's run.	Peter Ogborne
May	10 th	Required	Required
June	14 th	Required	Required
July	12 th	Required	Required
August	9 th	Robin's sidecar run, and solos.	Peter Ogborne
September	13 th	Kevins Spring Rally.	Required
October	11 th	Richard Turpins run.	Required
November	8 th	Deceased Riders Memorial run	Required
December	12 th	Christmas Charity Run.	No backup

RON & LYNTON'S RIDE - 12th JANUARY 2020: A pleasant Albany summer's day made for a very enjoyable Club ride (the first ride of the warming 20's ?) kindly run by Ron and Lynton. In fact so enjoyable that nothing remotely remarkable happened. What's happening to our bikes lately? Unlike their owners, are they becoming more reliable? Perhaps while the average age of their owners continues to increase, is the average age of the "fleet" decreasing (as in road - going, not stored in the shed) and, if so, why? Is DIY, to keep our bikes on the road, becoming less interesting and more of a bother as we age? As aging baby boomers with a few \$\$ are we happy to have more repairs done "professionally" and just enjoy the results? Are we now finding the "electric leg" attractive to our worn hips and knees? Do we prefer a soft seat at a café for socializing with friends rather than sitting on a log or the ground, as previously, with BYO coffee? There are a myriad of other reasons too; one thing is for certain – it will keep changing (we grow older each day) and we will all have to adapt, to some degree. Look for the fun on the way! The only hiccup on the day was Aiden's Harley that said "OOF!" "to him in the twisties in Robinson, (Out Of Fuel) but that was easily solved. A stop at Redmond for a cuppa with eats (supplied) and socializing (byo) for ½ an hour, then the ride continued down Milbrook / South Coast Highway/ Mead Rd and back to town and Emu Point for a fish & chips lunch at the Squid Shack. So another hour or two for socializing and the day ended well. There was a time set for the ride and Ed Shekell and Arthur Wust came closest and took home the prizes. Well done Ron and Lynton and thank you from everyone there, for a great day. *Bernie*

KEVIN PALFREY recently turned 80. At our February GM Paul shouted him a chocolate birthday cake decorated with his name and age, we all joined in the usual song and helped to polish off the cake. Kevin, as his membership number 215 shows, has been with the club a long time, during which he has served in many positions, including president, he is currently our treasurer. Thank you for your service to our section Kevin.

A RIDE TO REMEMBER: On Wednesday 29th January, a huge turnout of riders took part in a very special event. A lovely, well liked lady, Glenda, who is very ill and has run the Elleker Store for many years with her husband Mal, expressed the desire to have a ride in a side-car. Paul arranged with Kylie, who runs "Go Nannah Sidecar Australia tours", to grant Glenda's wish. Kylie specialises in giving rides to people who would not otherwise get the opportunity to ride in a side-car. I wanted this to be a ride that Glenda would remember. He asked us to assemble at The Lower King Store. From there we formed a cavalcade with Glenda aboard the sidecar, in the middle of a long line of members riding 2 abreast in a most impressive manner. When we arrived at Nippers it was a joy to see Glenda chatting and laughing with everyone. I felt proud to be a member of the club that made this happen for such a worthy lady. Thanks to her husband Mal for his assistance with enabling the ride. Our very best wishes to Glenda and Mal. *This article was written by my wife Evie. She worded my thoughts and description of the event. Thanks Ev. Roger.*



Glenda's sidecar run from Albany

FLOURISH CAMBODIA CHARITY RIDE - 9th FEBRUARY 2020: This Club participates in 2 charity support events each year. Our Christmas Charity Ride supports the Salvo's, financially, to provide food hampers for Albany people who are battling in our society. This, the second ride, is to provide financial support also, but this time for a group of people who are helping others struggling at far below our standard of living overseas. We're happy to supply that support because we know the people working at the grass roots level and are confident that the maximum money gets to benefit the people most in need. Ian and Marie are the instigators of this ride which ends at Dave and Sharee's place at Kronkup. The cost for participants on the ride was \$20 which provided them with back - up and lunch. All funds raised were donated. About 17 bikes brought their riders along and we had a wander along George / Link / Menang / Wilyung / Norwood / Chester Pass to a cuppa break at Baker's Junction and socializing. Then it was down Bon Accord / Lower King / Troode / Golf Links / Marine Drive and out to our 2nd stop for a chat at Elleker Store. I'm guessing the back - up car was the only one who followed the map? From there it was up Marbellup to South Coast Hwy and down Rutherford to Lower Denmark Rd and ending at Lucas Rd - quite a wander! Dave & Sharee (with a bit of help from Ian & Marie) had set up shaded seating for all under a tree and provided us with a very nice lunch - 2 courses and drinks! Whoever makes those "Potato Tornadoes" is onto a winner! The weather on the day made for a very enjoyable time socializing for everyone. With the reduced number of bikes, over last year, our donations were a bit less but we still managed \$600+ to support Dave & Sharee's group. Four people went home with a prize from Ian's raffle; congratulations to all concerned. I'm sure everyone who came along enjoyed the camaraderie; those who didn't turn up missed a very enjoyable time; see you next year? The back - up crew, once again, didn't collect any bikes in distress. Thank you Dave & Sharee and Ian & Marie - we'll be happy to do it all again next year! - *Bernie*

PAST EVENTS

**Bean 2 Brook
Pickering Brook**
Coffee Meet Thursdays 10am

The Thursday morning coffee meets at the Bean 2 Brook coffee shop on the corner of Canning Road and Pickering Brook Rd, Pickering Brook have gone from strength to strength which is great to see. A selection of photos from recent coffee meets follows: - *Murray Barnard*





9 FEBRUARY 2020: The Roleystone TT was blessed with perfect weather, especially for a February day in Perth where blistering 40C heat is not uncommon. The organisation of the event was somewhat fraught due to the need to book in for lunch in advance at the Naked Apple at Karragullen, thus I had asked for people to advise me by the latest, a few days before the run.

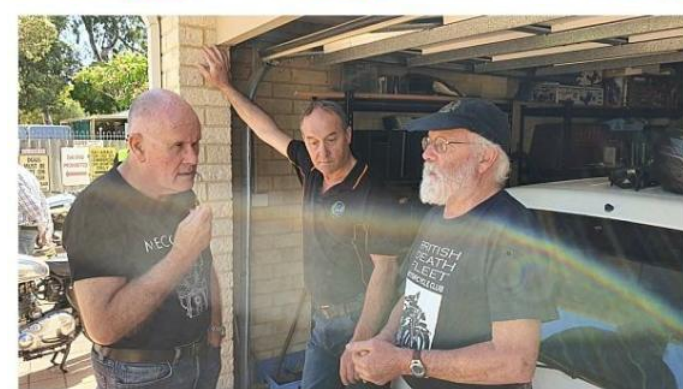
Bookings being essential, as the Naked Apple is so popular on a Sunday, that we would never had got in otherwise. By my expressed deadline only around 20 had booked in, but, then the requests flooded in, I had to beg the restaurant for more seats and on the day more than 50 were seeking lunch. I had only been able to secure room for 35!

However, it worked out OK this time with the cooperation of the restaurant although seating was very tight. It really would help for people to book ahead by the due date as it would save me and the restaurant a lot of stress. Anyway, on the day we had a great turnout of machines and people with near on 50 motorcycles and outfits and around 60 people. An added bonus was having Alan Cathcart join us for the run. It is not often we have an overseas guest with such a vast knowledge of machines and experience in racing and riding some of the world's greatest machines. It was also great to see Don price out on his bike again. Great effort Don and much appreciated.

Lionel & Rae also came down from Beverley to partake in the ride. The run was through the Hills, up and down dale and with some great Twisties to enjoy (except when cars get in the way). Some of the corners are traps for the unwary so a gentle pace was maintained for most of the way. The course is almost precisely the length of a lap of the Isle of Man so it gives you an idea of what that entails (even if at a vastly more gentle pace). Alan Cathcart has ridden and raced at the Isle of Man (and crashed at times, fortunately without injury) so this ride acted as a refresher for him and I beat him home (although he wasn't really trying)! I almost didn't make it as it was, getting crossed up going into a roundabout in the factory zone at Hazelmere when both front and back tyres let go under brakes, I can only presume spilled diesel from the trucks there.

So, we rumbled through the Hills and finally arrived at the Naked Apple and piled in for lunch and a few drops of liquid sustenance. The meals can be on the large size there but most people there tucked in and enjoyed the steak sandwiches, chicken burgers, fish and chips, dips or whatever. Bob O'Leary ordered prawns (not a local Hills dish by the way) and counted 5 under the sauce....he was not too happy with the lack of abundance in his dish (you should have taken it back Bob, but not after eating the prawns!). The courtyard location was delightful and the bush atmosphere pleasant. To me it was a wonderful day and ride and good to ride and eat with such appositive bunch of club members. Thanks to all who attended – *Murray Barnard*







Lunch at the Naked Apple Karragullen





NORTHAM SWAP MEET: Bargains a Plenty at The Northam Swap Meet this morning. Those that made the early start were treated to a great ride in perfect conditions. Plenty of interesting stuff to rummage through and of course the traditional pie and coffee at the Bakers Hill pie shop on the way home. *Stephen Hills*

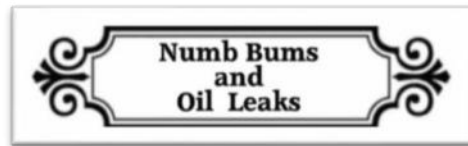


OLD FORKERS 23 FEB 20: The Old Forkers Display & Ride this morning. What a fantastic display and ride organised by Ken & Co plus a sumptuous Breakfast cooked by Greg & Gary. The weather was perfect. What a shame very few of our members bothered to turn up. *Pics by Stephen Hills*





Old Forkers – Photos by Nic Montagu



by Adrian White

Billy Thompson was right about one thing. With his trusty worn out screwdriver and Crescent he'd reduced a motorbike to a pile of parts, the only items defeating him being the forks and gearbox. It looked as if everything might be there, but filthy, and the cycle parts had been brush painted, using by the look of it, surplus house paint applied with a broom. At least it wasn't rusty. Despite only finding one piston Billy maintained it was a twin - "I know, but it's got two exhaust pipes, doesn't that make it a twin?" I was more than happy about this; from the few bikes I'd managed to scrounge a ride on, the nature of a big single was my preference, though I'd have bought just about anything to get a bike I could afford. I duly paid my £17.10.

In my enthusiasm, I'd glossed over one vital point. Friend Chris had indicated we could use his family's garage, as we had done working on his Ariel but his father, quite rightly said a full rebuild would be too much. This was in the 1950s. We lived in a new State Housing development, all the houses were on sections (blocks) of a quarter acre but none had any provision at all for a garage. This ordinarily wasn't an issue as virtually no-one had a car. My dreams looked like hitting a brick wall until Chris' Mother, a rather special lady, produced a solution. Her best friend Brenda, a single mother, had a secure brick garage, powered, she was happy to rent. What a relief! We moved our pile of bits in. Brenda looked a bit sceptical, noting "you'll have to work a few miracles to make a nice motorbike out of that lot!"

Work began, with frequent references to a book I'd found, a truly marvellous publication which described the theory and practice of motorcycle repair and maintenance. Sadly I can't recall either the title or the author, and no longer have the book. Anticipating wire buffing, grinding and metal polishing, plus of course drilling holes, I stretched the budget and bought a Black and Decker quarter inch electric drill, which cost me three weeks' wages; now I could go to Bunnings and buy one with multi speed, reverse and hammer features for about two hours' wages. How times change - though it's worth noting the sixty-three year old B.& D. still works well, despite all the abuse suffered.

Russ Lovegrove was an old fashioned motorcycle engineer, running a one man business at the end of a lane in the city. There seemed to be nothing he couldn't do or didn't know about bikes. With his mop of grey hair, and kindly eyes behind weld-spattered glasses, he was always happy to offer guidance and help. For the things we couldn't do, reboring, crank building and so on, Russ was the man. The magneto threw a spark fit to stun a horse and the bearings felt O. K., but the generator was rough to turn over and didn't seem to be making current. The Book had a chapter on this, so with some trepidation I reconditioned the unit, using the drill to spin and dress the commutator. I was truly pleased when it appeared to work perfectly. We found four gears with the box in the vice and flushed it thoroughly, it turned over nicely and no bits of metal came out so we filled it with oil and grease and hoped for the best. Even with the copious instructions in The Book we were a bit wary of the gearbox. Albion gearboxes are built like brick dunnies, it never gave any trouble.

The Book wrote at length about paint, including an opinion that enamel was better than lacquer so we went with that. Boiling caustic soda, it said, was the best way to clean both dirt and old paint off so, with Brenda an interested and sceptical spectator we filled a drum with the recommended solution and lit a fire beneath. Needless to say, this was in a back corner of the garden. In went all the ferrous parts, on went the firewood and all sorts of gunge bubbled to the surface, very satisfying to watch. What a result! Out came bright, clean metal requiring virtually no further preparation. Electrolux vacuum cleaners came with a spray painting attachment, utilising the air exiting the cleaner. This operated by volume, not pressure, Brenda had such a machine. We hung all our bits in the garage and using Dulux Preparacoat, learned about spray painting. You had to be conscious of the vacuum cleaner hose as this tended to limit movement. This caused some areas to get an overdose, that meant lots of rubbing down, and Preparacoat was hard stuff.

Finally, two coats of gloss black Dulux went on. In hindsight, I'm amazed as to how well the result turned out. It was very satisfying. Russ had finished the bottom end, we assembled the top after grinding valves and making sure everything was spotless. We had an engine! And a frame and most of the other bits to build a bike, very exciting. I had no savings, so this all proceeded in line with what I could afford from wages. Seeing Chris and Gay on the Ariel, with Gay tucked up snug and smug on the back, was a constant incentive to finish my bike and get on the road. Girlfriend Jo was equally keen, on occasion she preferred I work on the bike rather than socialise. The final stages were expensive- two tyres and tubes, reline the front brake, one battery, new chains, a new Amal Monobloc (just released, with some fanfare) to replace the worn type six, cables, the list went on. Plus - the essential replacement for the saddle - a cuddle-up-to-me dual seat. Yes! That was £5, same as the carburettor, both good investments. The wiring loom looked good, so we followed the Lucas wiring diagram and remarkably, everything worked, including the generator. Russ made a beautiful exhaust pipe and supplied a muffler. Timing the engine seemed to be a bit of a black art, but with Russ' advice in my ear, and the Book handy, we did our best. Finally! will it go? Close to a year's work sat there, looking good, now the big moment. And, a couple of kicks, my bike started. Elation all round. Then a quick lap of the block showed we had four gears and a good front brake; the rear was very poor, several attempts to improve it's efficiency failed, so ultimately I just lived with it. That's one way to get a motorbike. It cost many hours of mostly interesting work, and money-wise, had I been able to save what I'd spent, I would have been able to buy a similar machine, though my bike did contain a lot of new or rebuilt parts. Would I do it again? YES! It had been fun, the end result a matter of some pride and we'd learned so much.

I rode thousands of miles, only once did the bike fail to get me home. Heading back to the farm, on a beautiful Sunday night, the primary chain cried “enough!” Only five miles from my destination I decided to walk; who wants to work on a primary chain in the moonlight? Late on Monday, the boss and I set off to recover the bike, only to find it had disappeared. Pretty sure it hadn’t been stolen, back home we rang the police station, sure enough a cheerful voice assured me all was well, come and get it. Then later next day he called back to say “don’t bother bringing a trailer, he was a mechanic, police business was very quiet and he’d fixed the bike. Goes well too,” he added.

At the back of the station was a small paddock, with blatant evidence of plenty of speedway style laps having taken place. That didn’t worry me, no damage and he’d fixed it. But. Jo had made me a black silk scarf, this I treasured and wore everywhere, but he’d used it to wipe his hands! And primary chain gunge is about the dirtiest, stickiest and foulest of all gunge. Whilst waiting for the man to complete the inevitable paperwork, in front of me sat an ancient typewriter, from the back of which I removed a very tempting spring, this I dropped on the floor. Revenge, truly a pathetic effort I know, but my scarf! No idea what that spring did.

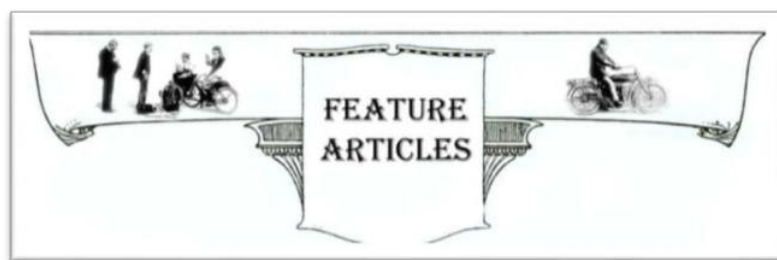
The bike came to a sad end. Best mate Paul wanted some work done to his car, this he left with me and took my bike to Woodbourne Air Force base. There he lent it to mutual friend Jim Carlyle who used it for a shopping errand in town. Jim was a fearlessly fast rider, road racing on mediocre machinery saw him give top line riders a hurry up, but many questioned his sanity. He had the throttle nailed on the return run, the bike was good for just under ninety miles per hour and knowing Jim, he’d be doing that. A little old lady in a new Vauxhall Victor, trying to cross the highway didn’t see the approaching missile and pulled out. In the huge crash, the lady survived, damaged but alive. Carlyle flew over the car, rolled and bumped and bounced before getting shakily to his feet. Incredibly, he had nothing broken. When the tow truck picked up the front of the Vauxhall, so badly damaged, it bent in the middle. I eventually drove up thinking I might be able to use the engine to build a compressor but the bike had been reduced to about half it’s original length, totally wrecked, so I walked away.

Russ Lovegrove had in his workshop an unique machine. He may well have built this himself; I’ve never seen another. This was an era when crash bars were a must-have fashion item. They were only useful if your bike fell over, if you were moving forward above walking pace the so called “crash bars” promptly bent back and put a dent in your exhaust. This applied both sides on a twin. Russ’ machine comprised a cast iron handwheel about one metre in diameter, attached to this on a spindle was an iron drum roughly a quarter size of the wheel. Round the drum wound a length of wire rope, to the end of which attached a steel ball of the desired size. Provision was there to secure a dented pipe, the rope fed through, the ball then attached and wound back through. A bit of heat and judicious tapping with a soft hammer pulled out many a dent, often without wrecking the chrome. Has anyone seen such a device?

I agreed crash bars did look “cool” so under some pressure from Jo, I reluctantly fitted them. I eventually regretted this. Having fun on some tracks near the farm, in the foothills of Mid Canterbury, trail riding it would be called today, a sheep and I had a coming together. The sheep ran off, I fell off spectacularly and those fashionable bloody crash bars crunched into the beautiful exhaust.

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Adrian suggests anyone in need of reproduction rubber components could do worse than checking out Jeff Hunter Engineering in the UK> Their address is 35 Sandgate Road, hall Green, Birmingham, B28 0UN, England. Email Jeffalanhunter@AOL.com. They have rubber replacements for Ariel, BSA, Norton, Royal Enfield, Triumph & Velocette plus any number of sundry items. They have a Facebook page - <https://www.facebook.com/bikerubbers/> - Ed.



Edited by Murray Barnard

WHEN WE LOOK back over our riding experiences, it is very hard to say which were our pleasantest runs—whether indeed the long no-trouble journeys linger sweetest in our memories, or those terrible trials of endurance, way back in the dark ages of motor cycling, when we were up against it all the time. So, at least, it is with me. I particularly recall several rides which I described as awful when I tottered in home weary, wet, wrathful, and filthy, but which I would not to-day eliminate from my memory for all the petrol that ever flowed through a carburetter. Several of those rides imply no blame of the machine, which was the principal actor. For instance, in 1902 I rode from Barnstaple to Bristol with a couple of novices, all of us mounted on the staunch old 2¾hp Excelsiors, which were then the machines par excellence. I had absolutely no trouble from beginning to end, but one of my companions was afflicted with a split inner tube when we left Bristol on the return journey at 4pm. We spent many hours alternately waiting for him and mending his tube. Long after nightfall we got him right. By this time the two of us had burnt all our carbide in illuminating his repairs. He promptly sped away into the gloom, and deserted us. More carbide was unobtainable. My remaining

companion and myself trickled slowly and timidly along the twisty lanes of Devon in the darkest night of the century. Presently we lost each other, and finally we lost our way.



“I climbed down rocky and precipitous cliffs to fetch water in my cap.”

I spent a most lurid night. Now I clambered down rocky and precipitous cliffs to fetch water in my cap from attenuated torrents, in the vain attempt to resuscitate the sodden carbide in my generator, usually tripping over a boulder in the inky gloom, and spilling the hard-won contents of my rather porous cap. Anon I essayed mountainous hills on a quarter throttle, and collided with high hedges at the first corner. Often I lay down by the roadside—usually in a nettle-bed—and prayed for dawn. Finally, I reached home after twenty-four hours and two hundred miles of road, to start a fourteen hour working day. Or, again, I recall the 1906 Land’s End-John-o’-Groat’s run, in which I secured the hardest-earned ‘gold’ ever awarded in the annals of motor cycling. Immediately prior to the start of the run, a certain two-speed gear had been (very badly) fitted to my 3hp Triumph. During that ride every conceivable trouble befell me, not once but many times. I had a score of punctures, I wore out countless exhaust valves, I was permanently afflicted with bad lubricating oil, and twice my chains jumped off and pitched me over the handle bar. When I at last got the engine running well the treacherous machine lay down under me at thirty-five miles an hour on a patch of grease and bruised every square millimetre of hide on my body. Next my engine sprockets flew off into a ditch, and it took me four hours to fake up a key and lock-nut after I had found the missing parts. After much perseverance I trickled into John-o’-Groat’s a ridiculous and lugubrious figure, with my overalls hanging in ribbons, my lamp tied round my neck with string, a spanner in one hand wherewith to clump the high gear clutch, a penny in the other to replace a broken exhaust valve lifter, and a crank pin so badly strained that the machine could not possibly have run three miles further!

Or, again, I recall a more recent ride from Northampton to Durham in torrents of rain and distinctly permeable overalls. On this occasion the machine behaved perfectly, and my bete noire was a worn engine pulley, in combination with three rubber belts, which did not fit it. Since that ride I know every dead leaf along the Great North Road by heart; for did I not spend the entire day cutting, drilling, and piercing under every green tree, while the pitiless rain entered the back of my neck and trickled icily down to the hem of my trousers. Not one of these runs would I have missed for all the gold of the Aztecs. On the other hand, the triumphant straightaway runs, devoid of pneumatic, mechanical, or police incidents, have their honoured nooks in one’s reminiscences, and on the whole outnumber the hoodoo days even with such a careless and unlucky wight as myself. Do I not remember a run—gigantic in those days—from Penzance to Maidstone about the year 1903, again upon my trusty old 2¾hp Excelsior? I do not think the machine was touched on this journey except to refill the tanks, and my recollection is that it never ran better or climbed so fast, while the weather was positively gorgeous. Still, there was a fly in the ointment. I left my sovereign purse on the dressing-table at Penzance and, after settling the breakfast bill at a Clifton hotel, made the sad discovery that I had only a few coppers remaining. As I banked at Oxford I decided to make a detour and obtain some dubs. Of course when I got to Oxford the bank was shut for early closing day. By this time the blazing sun had robbed me of my never too plentiful wits, and, instead of knocking up one of my numerous acquaintances in the University city, I rode on like a man possessed into Surrey. By the I got into the Guildford district, I was raging for drink, and eke for food, but my parched brain was not sparking very freely, and nothing occurred to me except to call on a few friends living at intervals of thirty or forty miles apart. Being August, of course they were all away at the sad sea waves. At one mansion I did unearth the sister of an old college chum, but I had never met her before, and my appearance evidently did not inspire her with either interest or respect. I was lean, haggard, grubby, and wild-looking. So I weakly regretted her brother was away, and rode off still penniless, and, worse, with only a few inches of petrol in my tank. Hereabouts I committed my supreme silliness. I passed the very gate of a house where my best and choicest pals were supposed to be enjoying a reading party near Shepperton—a party I was due to join the next week. But I had confused Shepperton with Sheppey, and imagined it to be near the mouth of the Thames, so the name ‘Shepperton’ on a signpost conveyed nothing to my bemused

brain. They actually saw me from the garden, recognised me, and shouted—all in vain. Eventually, as I entered Cobham, my petrol ran out. Great men rise to emergencies, it is said, and this final urgency set my wits to work, albeit rather rustily. Selecting the nearest tavern, I chucked my machine against a wall, stalked majestically in, and addressed the buxom Hebe thus: “Miss, I have no money. Can I have a good dinner and a bed for the night?” She replied bluntly, “Certainly not!” I was quite hurt, but her treatment of me was inspiring, and, dotty with thirst and sun and hunger as I undoubtedly was, I did not repeat my error. I walked to the White Lion, and handed my machine haughtily to the ostler, withered the various servants I met with my best Oxford manner, ordered the best bedroom, the best dinner, and the hottest bath the house could afford. Then I slept the sleep of the just. Next morning I was what the Scots call unco’ canny. I ate the biggest breakfast of my existence, thriftily replenished my tanks, put the machine outside at a comfortable distance from the door, and sent for the proprietor. “Look here,” I said, firmly, “I have no money!” “Certainly, Mr Davies,” was the urbane reply, “how much do you want?” Imagine my forgetting that the White Lion belongs to the genial treasurer of the ACU—our one and only ‘Bath Road Smith’! *As told by the one & only Ixion (a.k.a. Basil H Davies)*



Ixion, Mr Basil H Davies, and the 1903 pattern 2¾hp Excelsior, with surface carburettor, which proved one of the most trustworthy of the many motor cycles he has owned.

A TALE OF A 1972 HONDA CB450: *The following background information was supplied by Richard Argus as provided to him by Chris Donegan:* The 1972 “Candy Sapphire Blue” Honda CB450, which will be on display at the Club’s Old Iron Motorcycle Show in March was purchased by my older brother, Greg Donegan, in 1973. It was not his prime method of transport but something to enjoy periodically. He and I shared an apartment at the time and we each rode and loved this new purchase. Against a public backdrop of many, many CB350’s and - for its time – those awesome CB750’s, the “450” was a lovely, rare curiosity. A lot of years intervened, we each married, had kids, careers and remained the best of mates. The CB450 had a “big rest” in the back of an assortment of Greg’s sheds over many decades until he was diagnosed with cancer in 2005 and he worried that he may not survive it. So the Honda was dusted off and put back on the road. Not in great condition and lacking first gear, it made many journeys to the South West of WA and, I know, brought him many hours of pleasure. Greg died at a far - too - young 56 years in 2008 and I asked his now adult children if I could buy the motorcycle from them given how its history intersected with their Dad and me. They emphatically told me that I could not buy it because Greg, had instructed them to gift it to me. Naturally I accepted. I’d not owned a motorcycle in the intervening years. That said I’d certainly purchased plenty of dirt Kawasaki’s, Yamahas and KTM’s for various of my four sons. So I discussed the matter with my friend of many years, Richard Argus. Generous as always, he suggested we do a joint restoration of the CB450 to get it back to as close as we could to what Mr. Soichiro Honda had created. This was more complicated than it might seem as I (now) lived in Melbourne. But, with Richard doing the bulk of the work and my making many, many visits to Perth and his wonderful workshop over 10 years, “our” very tired Honda CB450 was returned to something like my late brother and I had first ridden in 1973. A bit like Grandpa’s axe, a lot of the bike was replaced with Ebay – sourced bits, with many of the critical parts like pistons arriving in their original Honda boxes! As anyone who has restored any motorcycle will know, doing it properly takes time. Electrical and other gremlins ensure there are many frustrating hours to be had along with the intricacies of a proper mechanical restoration. Just over two years ago, after 10 years of stripping, cleaning, assembly, stripping, reassembling, remanufacturing, re-spoking, rewiring, adjusting, cursing, measuring, tuning etc, “our” magnificent CB450 was reregistered and now remains in Richard’s multicultural motorcycle “collection”. The bike has now participated in two Kalgoorlie Toy Runs and

performed impeccably during the wonderful Orabandon ride in December 2019. It rides and feels just like when I first rode it in 1973. Every time Richard and I encountered a problem during the restoration, we'd look up and curse Greg, suggesting that he was testing our resolve and ensuring success did not come too easily. But finish it Richard did – with a little bit of my help...). I reckon Greg would approve of the final result and I know what he'd say if he could.... "Now go and ride the bastard!".

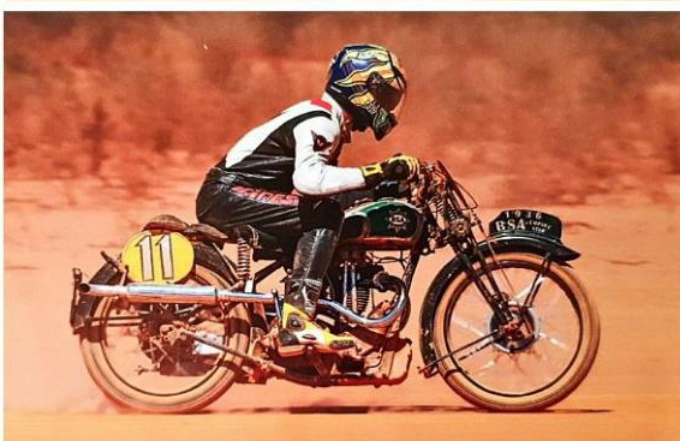


Greg Donegen

BRAVE MEN & THEIR FLYING MACHINES: F/O Lewis E. Park Jr. (KIA 27/6/44) of 438 Squadron RCAF on his Norton motorcycle in front of a Hawker Typhoon RAF Funtington April-May 1944



LAKE PERKOLILLI RED DUST REVIVAL 2019: Graeme Cocks has produced a fine large size book of photographs of the Lake Perkolilli event held last September which a number of club members attended. Copies of the book can be obtained from Graeme's website motoringpast.com.au. *Pics from the book - Sharon Stone & contributors.*



Someone broke into my house and stole a limbo stick.How low can you go?

After 35 years of marriage, a husband and wife came to see a therapist. When asked what the problem was, the wife went into a tirade listing every problem they had ever had in the years they had been married. On and on and on: neglect, lack of intimacy, emptiness, loneliness, feeling unloved and unlovable, an entire laundry list of unmet needs she had endured. Finally, after allowing this for a sufficient length of time, the therapist got up, walked around the desk and after asking the wife to stand, he embraced and kissed her long and passionately as her husband watched - with a raised eyebrow. The woman shut up and quietly sat down as though in a daze. The therapist turned to the husband and said, "This is what your wife needs at least 3 times a week. Can you do this?" "Well, I can drop her off here on Mondays and Wednesdays, but on Fridays, I go fishing."

A man goes into the doctors feeling a little ill. The doctor checks him over and says, 'Sorry, I have some bad news, you have Yellow 24', a really nasty virus. It's called Yellow 24 because it turns your blood yellow and you usually only have 24 hours to live. There's no known cure so just go home and enjoy your final precious moments on earth.' So he trudges home to his wife and breaks the news. Distraught, she asks him to go to the bingo with her that evening as he's never been there with her before. They arrive at the bingo and with his first card he gets four corners and wins £35. Then, with the same card, he gets a line and wins £320. Then he gets the full house and wins £1000. Then the National Game comes up and he wins that too getting £380,000. The bingo caller gets him up on stage and says, 'Son, I've been here 20 years and I've never seen anyone win four corners, a line, the full-house and the national game on the same card. You must be the luckiest man on Earth!' 'Lucky?' he screamed. 'Lucky? I'll have you know I've got Yellow 24.' Bugger me,' says the bingo caller. 'You've won the meat raffle as well!!'

"I've been going to weight watchers for three and a half years and it doesn't seem to be working", my Wife said glumly, "It's really starting to get me down". "Oh come on love, you'll get there", I replied, trying to encourage her, "Keep your chins up".

Finding one of her students making faces at others on the playground, Ms. Smith stopped to gently reprimand the child. Smiling sweetly, the Sunday school teacher said, "Johnny, when I was a little girl, I was told if that I made ugly faces, it would freeze and I would stay like that." Little Johnny looked up and replied, "Well, Ms Smith, you can't say you weren't warned."

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FOR SALE:



HONDA SS125A (1967) This rare machine was restored in 2011 and has travelled 115 miles since rebuild. Club registered and on 404 licence until August 2020. \$4800 negotiable Ph. 0417182358 Bill



HONDA CB 175 (1972) Fully restored 2012. Fitted with CB200 fuel tank, sale includes original type tank which requires repair and painting. Also new lockable fuel cap, tank badges and black mask for painting. Club registered on 404 licence until July 2020. \$5850 negotiable Ph. 0417182358 Bill



BMW R60/6 1975: 71500kms. Fitted with stainless steel pipes and mufflers and on full licence. In overall good condition \$6700 Mick King 94905828

1950 ES2 NORTON/DUSTING SIDECAR OUTFIT. Expressions of interest required. Will negotiate on price. Ron Gordon 0428496248

1968 B.S.A. SPITFIRE MK4. Owned since 1973. Very rare, original bike in excellent condition. Roller bearing timing side main, spin on oil filter and oil pressure gauge. Recent top half overhaul, just run in. On full licence. \$13000. Adrian White, 0438 33 55 63

Relisted



1975 HONDA 400/4 good condition on club licence \$6,000 or best offer. Richard 0427448889 or 98413040 Albany



1931 BSA SLOPER: In need of restoration \$10,000 contact Paul on 0438 130 328



BMW R65LS 1981 13k only Greg 041 990 6346



1982 BMW R100RS: 29,340 kms, good condition, runs well, recently serviced and registered 1 year. \$8500 ONO Contact Terry Ryan 0438936497

Expiring

1985 YAMAHA FJ1100: Recondition motor and gearbox. Very good condition- great bike, Club rego, \$2,000 firm Phone Ben 0419 119 383

1 SET OF CRASH BARS for 1942 Harley Davidson WLA. \$300.00 ono. 1 new toolbox for BSA A10. \$55.00 ono. Assorted front mudguard stays for BSA A10. \$5.00 each. Jeff, ph 0456 057 239.

1913 1000cc OHV V TWIN POPE - engine number 163 R3, **1914 1100cc OHV V TWIN PERRY VALE** - engine number 48672, **1917 1000cc V TWIN EXCELSIOR** - engine number 88887 and 1000cc JAP engine, magnetos, carburetors, seats, tools and jigs. Three bike enclosed trailer. Will sell as one lot or individually -POA. Gary Pierre-Humbert 0439910255



TRIUMPH ENGINE for sale. Possibly late 30s. 95355562 - Raymond Selley



HONDA SHADOW CX 500 – Ripe for Resto, or build your own Cafe Racer. Phone: Terry 0419 554 735

AJS 350 1948 – Ph Don mob 0478632159

SUZUKI GSX250S 1983 In good overall condition with 59000kms, currently on concessional licence till May 2020 \$1400 ONO Mick King Home 94905828 Mob 0407996682



BSA A10 650 1956 – Full licence, located Albany – Ed 0427099356

1938 EMPIRE STAR partly restored, 90% complete, \$6000 Leon 0406609051

PARTS TO SUIT NORTON P11 AND P11A, 1 complete scrambles bike plus extra frame and sundry parts, will consider part exchange for single Norton parts, \$11000 Leon 0406609051



1970 BMW R75/5 Full registration I'm not a club member and been out of motorcycling for some years now. The Machine is in good running order. Converted to Unleaded petrol. I'm open to negotiation on price. TEXT ONLY 0423 347 383 PETER BLAKE

WANTED:

1982 HONDA CX 500 waterpump impeller – Tony Lock
Ph. 0433611033

Expiring

BSA M20 engine barrel and/or head. Ph Neil 0415 640 444

SPEEDOMETER GEARBOX AND HUB GEAR to suit
1940 **AJS**. Gearbox is right angle type that screws into front
wheel hub. Smith's type. Clockwise rotation. Kim Butt
0419193728

SERVICES:

SMALL ENGINEERING JOBS: undertaken turning, milling,
repairs, odd remanufactures etc. For helpful and friendly service
please contact Eric Gibbons, phone 9496 1508, or Steve Shelton
0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring and
resleeving, turning, milling, welding, and repairs or
remanufacture of faulty part. Located N of the river. Don
Price, m/s 870, 9304 3807, mob 0478632159



Reginald Beste - at Mt
Hawthorn - on his Beadmore-
Precision - 1920s - pic
courtesy John Linton

BUSSELTON TWO DAY ENTRY FORM

Saturday 11th APRIL and Sunday 12th APRIL 2020

Entries close – 9 April 2020

Name.....

Address.....

Telephone: Home Work

Membership No: Make of Machine:

H.P. or C.C. Solo or Sidecar Year of manufacture:

Club motorcycle ID. No. Reg Plate No.

Speed Category: (please nominate)

Short Course - 40 to 60 kph: Veteran, Vintage, Post Vintage

Long Course - 60 to 75 kph: Vintage, Post Vintage

Your preferred speed (between 40 and 75) Course.....

Only Veteran or Vintage bikes are eligible for trophies on the Short Course - please circle class entered

Short Course: Veteran Vintage Two Stroke

Long Course: Vintage Post Vintage Sidecar

Conditions: Machines must be Club eligible with a current Licence and Roadworthy Certificate. No tracking devices permitted. e.g. GPS, etc. No feet down in view of intermediate marshals. Accommodation to be privately booked in Busselton for Saturday night. Recommend you book a room at the Amaroo, ask for Derrick, and mention the VMCCWA, 25/31 Bussell Hwy 9752 1544. People may eat at their leisure at the Ship, or any of the other local eateries. Harvey caravan park still available for short course riders, club will pay fee for parking overnight.

DECLARATION AND INDEMNITY: I hereby agree to abide by the regulations and constitution of the V.M.C.C. of W.A. (Inc.) in consideration of the acceptance of this application, I agree to save harmless and keep indemnified the Vintage M.C.C. of W.A. (Inc.), the promoters and organisers and all other Club Members, their respective officials, servants, agents and representatives against all act on claims, expenses and all demands in respect of death, injury, loss of or damage to the person or property of myself or passengers however caused arising out of in connection with this application, except insofar as same are covered by an insurance policy with the Motor Vehicle Insurance Trust or some other company. I understand that all monies paid will be refunded should my application be declined. I declare that my machine is currently licensed and Club eligible and I hold the appropriate driver's license.

APPLICANT'S SIGNATURE

PASSENGER'S SIGNATURE

Mail Entries to: Barry O'Byrne - 21 Sugarwood Dr, Thornlie, WA, 6108

Entry Fee: \$20.00 Make crossed cheques payable to V.M.C.C. of W.A. Cash or direct deposit to Club account.

BANK TRANSFER to Bank – B.O.Q. BSB – 126547 Acc – 21998733. You must include the following details on the bank transfer:

1. Account name – VMCC of WA, 2. Description – Busselton 2 Day 3. Message/Reference – Your Name



OLD IRON

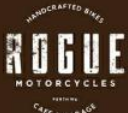
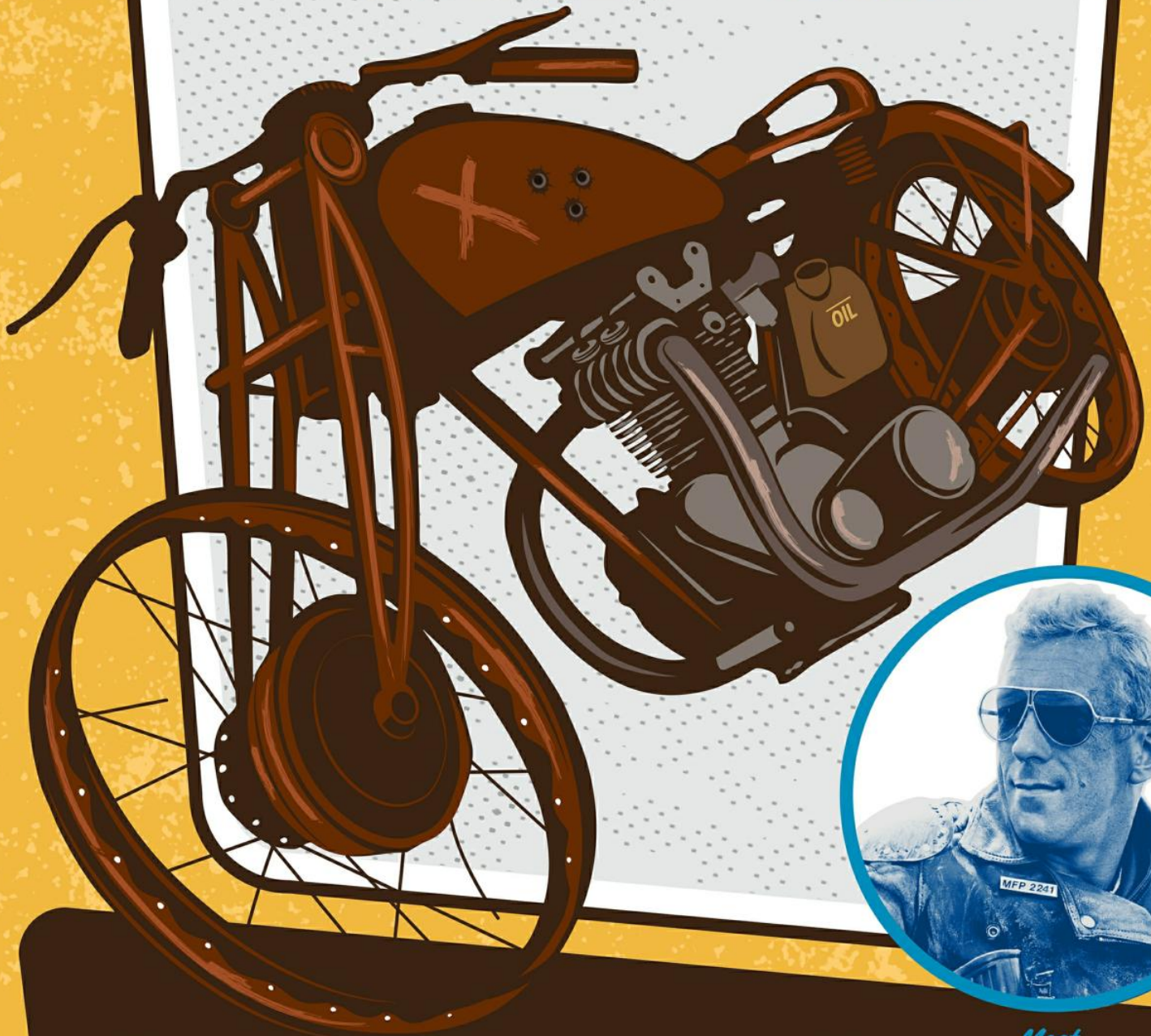
*Presented by the
Vintage Motorcycle Club of WA*

*The Annual
Vintage & Classic
Motorcycle
Show & Swap Meet*

*Sunday 22nd March 2020
Cannington Showgrounds*

Public 8-12pm

Sellers 7.30am



...for further information check www.vmccwa.com/classic

*Meet
Steve Bisley
"Jim Goose"
from Mad Max*

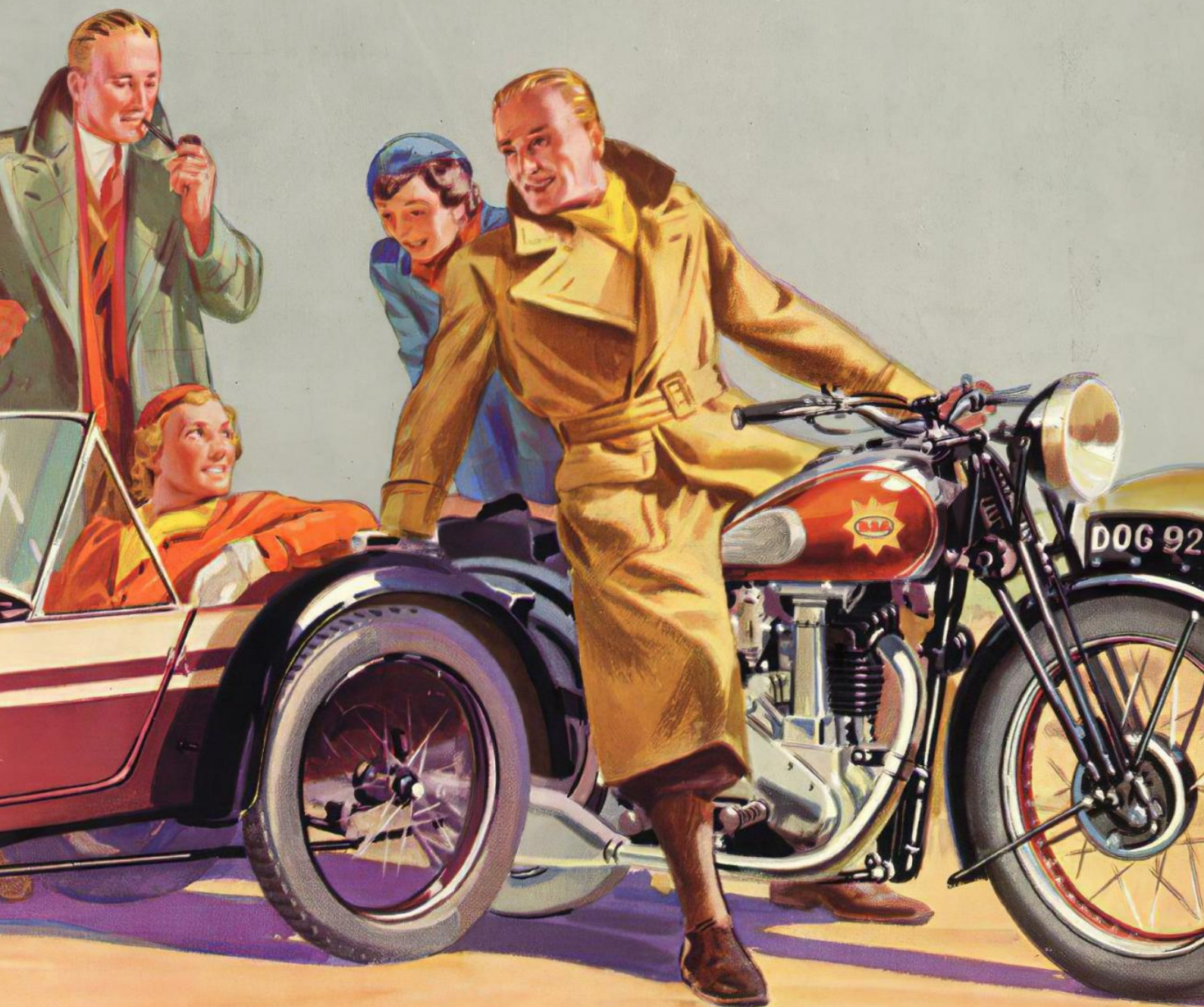


VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

~~APR 2020~~

Special Edition



CLUB COMMITTEE & OFFICIALS

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Nic Montagu – 0427171702 chair@vmccwa.com

Deputy Chair: Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550 secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

Communication/Assistant Secretary: Murray Barnard –

0434215665 ildottore@iinet.net.au

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au,

Events Coordinator: Stephen Hills – 0413678604

steve.mag@icloud.com,

General Committee Members: John Meneghini -

jme36698@bigpond.net.au, Neil Freeman -

vn_freeman@outlook.com

WEB & PUBLISHING TEAM

Webmaster, Chatter Editor, Publisher: Murray Barnard –

0434215665 ildottore@iinet.net.au

Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch,
6530, 0412280089, benners@iinet.net.au

TECHNICAL OFFICERS

Registrar: Lat Fuller (registrar@vmccwa.com) 0468 310 215

1st Time Examiner and Concessional Licences: Phil Skinner
94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock – 0437999009

michael.rock@iinet.net.au

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617

mvg50@bigpond.com

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103

les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404
contact any of the following officials to arrange a suitable time and
place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,
Greg Eastwood – Coolbinia – 0438041072,
Jim Douglas – Kallaroo – 94016763,
Maurice Glasson – Mandurah – 0410000617,
Colin Brazil – Warwick – 0437607067,
Les Vogiatzakis – Dianella – 0488915103,
Murray Barnard – Roleystone 0434215665

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863

membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425

mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563

sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Club Trailer: see Unit Caretaker

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tea room: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508

(when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms
is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary
Pre-31: Art Woldan – 93303264, Treasurer: Brian Rodwell -
92561844 (fees payable to BSB 016499 Acc 481977532)

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604
steve.mag@icloud.com, Treasurer: Chris Davis –
chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc
0260192).

Facebook page: facebook.com/groups/vmccwapost70

ALBANY SECTION: Chair: Paul Armstrong – 0417051378
(patnpaul2016@gmail.com), Albany Section Secretary: Roger
Bittner – 98446524 (rokebit81@gmail.com)

**VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc –
21998733**

Club Postal Address: P.O. Box 2268, High Wycombe,
W.A. 6057

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and post, you
need to register on Facebook & then message web admin).

THE VINTAGE CHATTER™: is the official newsletter of The
Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA).
Copyright preserved except where stated. We welcome
contributions from Club members. Submission of pictures either by
email or in posting to club Facebook pages is taken as permission to
publish in the Chatter. Opinions expressed by columnists are
personal opinions and not Official Club policy. Cut-off for
submissions is no later than 5pm on the 12th of each month. The
impossible we do, miracles take longer.

BASIC VMCCWA™ PRINCIPLES: The Club exists for ALL
members. In engaging with members, approved events will be
advised in advance to all members. The Club values the privilege of
404 concessional licenses. To protect this privilege the Club will
always advise the legal requirements and DoT expectations to
members. Compliance is an individual's responsibility. Your
privacy is paramount, you should only ever receive Club authorised
bulk emails through the club website/web administrator.



Front Cover:
1938 BSA
Catalogue

Coming Events

REGULAR APPROVED CLUB EVENTS: VMCCWA Club response to Coronavirus Pandemic

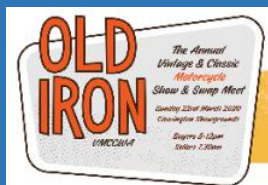
Until further notice all club activities have been suspended as follows:

Metropolitan members please note the following:

1. Monthly meetings cancelled until further notice (there is no access to the clubrooms)
2. Section meetings cancelled until further notice
3. Parts store and Library closed, subject to review and further notice
4. Approved Club Events cancelled, subject to review and further notice. This includes weekly coffee meets.

Albany members please follow separate advice provided by your Section Chair & Secretary

APPROVED CLUB EVENTS CANCELLED - Until further notice:



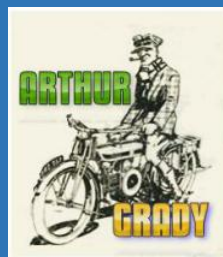
OLD IRON CLASSIC
SHOW & SWAP MEET –
formerly due to be held on
22 March 2020 - cancelled



CAFÉ HOP – formerly due
to be held on 3 May 2020 -
cancelled



ROARING 20S RUN –
formerly due to be held on 4
April 2020 - cancelled



ARTHUR GRADY –
formerly due to be held on 9
May 2020 - cancelled



BUSSETON 2 DAY
RALLY – formerly due to
be held on 18 April 2020 -
cancelled



COFFEE MEETS –
formerly weekly at Bean 2
Brook - cancelled

Note:

1. All events have been cancelled only after consultation with event organisers. Parts Store and Library were closed after consultation with Parts Store men and Club librarian. Cancellation of Section meetings was agreed with Section Chairs. Veteran Car Club have closed Clubrooms until further notice.
2. All events and activities subject to review. Advice will be provided when the calendar is reactivated.
3. Impromptu rides are at the discretion of individual members, but, must be logged either online, or by email to the Secretary. As a club we strongly recommend members practice social-distancing to avoid infection and transmission of the virus.
4. Please check the club website at times to see if there are any updates on the situation – vmccwa.com/oilyrag





UNPRECEDENTED STEPS: Most will be aware by now that the Club Committee had to choose between cancelling the Old Iron Classic Motorcycle Show and Swap meet or maintaining business as usual and putting members at risk of Coronavirus infection in a crowded environment.

The Club has a duty of care to its members as well as the general public; but, a major concern was the risk to members, many of whom are in a high risk cohort when it comes to Coronavirus infections. It is important for members to avoid social situations which involve close contact with others until there is some certainty that the risk of infection is low.

We need to be prepared and wary, but not alarmed. The media has been very sensationalist and has a lot to answer for, including your inability to find toilet paper; but, the Covid-19 virus is in Australia, and in most places it is already here. We are told 80% of people will get it and only develop mild cold symptoms. However, for the remaining 20% the implications can be serious, critical and fatal. We are therefore closing the parts store and cancelling events and meetings.

Cancelling large gatherings will slow the spread of the virus, so doctors, carers, nurses and hospitals are not overwhelmed and test kits, ventilators and medical supplies are not depleted all at once. As a Club we have a moral responsibility to minimise risk and that is the position the Committee has taken. Events have been cancelled only after discussion with the event organisers. Section meetings have been suspended only after discussion with the Section Chairs. The Parts store and Library were only closed after discussion with the parts storemen and the librarian. All saw the need for immediate action.

Cancelling events and closing down our facilities minimises contact with people who may not even display any symptoms. Contact with infected persons can pass on to other people and family members, who will then in turn pass it on to others. Minimal social contact is the recommended practice at present. Older people and people with medical conditions are particularly at risk. Having regard to the age profile of the Club, shutting down activity was a no-brainer.

Medical advice is, stay away. Stay away from any situation where close association with people is likely. Stay away and self-isolate for the next two weeks, review the situation and if the crisis is escalating, stay away still. This is also the Committee's position and we will review the situation and, if it improves, we will review reinstating club activities. There will be monthly Chatters until this crisis abates and we can return to normal activity.

Hopefully, Australia will manage this outbreak effectively, I trust you will all take care and appreciate the unprecedented steps the Committee is taking to help reduce risk. It is a great disappointment to cancel significant events such as Old Iron and the Roaring 20s where so much work has been done by busy volunteers. The price is high for the Club, but your health and well-being is more important.

THE COMMITTEE OUTLOOK: The Club Management Committee has been unanimous in its response to the Coronavirus challenge. The Chair is keen to identify how we can maintain Club cohesion and continue to build Club identity at a time when we are unable to meet nor engage in our favourite activities such as club runs and coffee meets. The current situation is a great challenge to everyone and we are all faced with an enormous change to our lifestyles.

The entire committee has committed to maintaining personal communication with members either through, phone, web and especially the Chatter. To maintain the Chatter where there are no Club runs it is hoped members will share their personal stories, bike restorations or machine histories. The Chair suggested it is a good time to capture and prepare a thorough Club history. Contributions to that project would be most welcome to ensure that it not a dry reiteration of meeting minutes.

The committee sees this time as an opportunity to be innovative in anticipation of normal times returning. Most of all, the committee wishes for everyone to stay safe and looks forward to seeing you all again when this scourge has been beaten.

GIACOMO AGOSTINI: Bergamo is one of the epicentres for the coronavirus in Italy at present. Bergamo is where the great Agostini lives and has his private museum of MV Agustas etc. I asked Alan Cathcart if he had heard that Agostini was OK. Alan contacted Ago who advised "*Ciao Alan, Thanks for your email. Fortunately me and my family are all fine. The situation here in Bergamo is really dramatic*". Ago is a master of the understatement clearly. Alan's main concern was that the pubs are closed in the UK. Wishing both well in this time of great concern.

VINTAGE CHATTER – VOLUME 1: Nostalgia and history buffs may care to check out the May-Dec 1976 issues of the Chatter which are now available online on the Club website. You may be surprised to learn not a lot has changed over 45 years in terms of Club issues. You will also find Vintage Chatters on the same web-page going back from the latest issue to 2006.

SPAM EMAILS: Please be aware that since the Club email register was recently compromised there have been spam emails circulating using Club member names. These emails have conveyed the message "I'm sorry for not sending this sooner" and a link. Do not click on the link it will install malware on your computer. The mail from name will be a Club member's but the from email address is a nonsense. Please be aware that these emails are circulating and do not click on the link or reply to them.





PRECIS OF MANAGEMENT COMMITTEE MEETING – 18 MARCH 2020

This meeting was conducted using online video networking with limited face to face contact, a first for the Club. This minimises contact and is a good example of social distancing practise at this time.

Special Business – To discuss Coronavirus implications and determine action:

With the impact and threat of coronavirus infection and transmission it is Health and Government advice to reduce exposure risks. The risk of transmission is high and the exponential growth of infection can and will overwhelm the health system making it impossible to treat people effectively. The only strategy that is effective, short of a vaccine, is social distancing which can disrupt chains of infection and slow the transmission of the virus. Everyone will be exposed to the virus over time but social distancing helps to reduce the peak of infections and spread treatment over a longer period. In that respect the Club has chosen to reduce risk to its members by suggesting the cessation of organised activities thus discouraging social mixing and congregation. A large number of members are in a high risk cohort for a serious reaction to the virus and this behoves the Club to take immediate, clear and firm action. The following unanimous determinations were made by the committee:

A. Metropolitan Area Club Activity:

1. Cancellation of the Old Iron Classic Motorcycle Show & Swap meet
 - ☐ cancellation of the Old Iron Motorcycle Show & Swap meet confirmed,
 - ☐ unavoidable costs of not running the event to be captured and reported to the next C'tee meeting and then communicated to members, and
 - ☐ the situation to be reviewed and rescheduled, if possible, later in the year
2. Suspend Monthly Meetings –monthly meetings suspended until further notice, subject to review
3. Suspend Approved Event Calendar – suspend planned approved events until further notice (meeting notes that event organisers have been consulted and are in agreement with suspension). Events immediately affected are the Roaring 20s run, Busselton 2 Day Rally, Café Hop and Arthur Grady.
4. Suspend Coffee Meetings as an approved event – consistent with the principle of social distancing the coffee meetings are suspended as an approved event. Attendance discretionary but must be logged as an impromptu event until further notice.
5. Suspend Metropolitan Section meetings until further notice.
6. Club Facebook is not to be used to organize impromptu runs until further notice.
7. Parts Store and Library closed until further notice. Note agreement of Parts Storemen and Librarian has been obtained.

B. Albany Section: Meeting agreed for Albany Chair and Secretary to exercise their own discretion in managing Section activities in the Albany area with the aim of maintaining social distancing as Club policy until further notice.

C. Impromptu Rides: Impromptu rides are at the discretion of members but must be logged in accord with DoT requirements. Club resources not to be used to organise impromptu rides, until further notice.

D. Communication: To help maintain Club cohesion and communication during this period of social distancing it was agreed that Monthly Chatters will be maintained until normal activity is resumed.

These restrictions will remain in place until community transmission of the virus is no longer a major concern. The restrictions will be regularly reviewed by the Committee.

MACHINE APPRAISAL OFFIVER REQUIRED FOR SOUTHERN SUBURBS: The club is seeking the assistance of a member to fulfil the task of appraising machines for club eligibility. This valued service would be called upon for the convenience of members in the area who require the motorcycle to be appraised in person. An understanding of motorcycles in general and 404 requirements is required or a willingness to further learn. If you are interested in this role please feel free to contact Richard Argus, the Secretary.

TECHNICAL LIBRARY: Over 800 items are now online in the Technical Library, largely in PDF format, some are obscure, some esoteric, but there is always something to interest the motorcycle enthusiast.....I have been busy and will keep scouring for additional material when time permits. Donations of useful material always welcome. *cheers Murray Barnard*



MONTHLY MEETING – 4 MARCH 2020: Monthly meetings, remember those? The March meeting saw an interesting presentation on Norton Commandos which was well received. Thanks to Jim Douglas for organizing the display.



VETERAN CAR CLUB OF WA: The Veteran Car Club of WA has advised the following; they will be:

1. Closing the Wattle Grove clubrooms with immediate effect. No one can book until at least end of April
2. Closing the Wattle Grove site immediately. No access to parts store etc.
3. Putting a notice on the gate to advise of the closure.

They have also suspended all of their club events until further notice.

MOTORCYCLE EVENTS CANCELLED: As well as our Old Iron Show, note the following cancelled events;

- ☐ The 2020 IOM TT Races have been cancelled
- ☐ Broadford Bike Bonanza in Victoria cancelled
- ☐ York Motorcycle Festival for 2020 cancelled



BALLOT OF DONATED MOTORCYCLES – 1984 TS185 AND DR600 – DEFERRED FOR NOW: Two motorcycles have been donated to the club by a motorcycling enthusiast and both are currently registered. They are 1984 Suzukis, a TS185 and a DR600. The Committee and Parts Store have decided to set a fair market value for each bike and to seek interest in purchase through a ballot system. The ballot will be available only to financial club members, who register interest in writing before the ballot is drawn. Both machines are low mileage, fully licensed, 404 eligible but need some servicing and general maintenance. To be sold as is. Price for TS185 is \$1350 and the DR600 \$2200. As the parts store is closed, these machines are unavailable for inspection for now. The ballot is suspended for now as well. The date of the draw will be decided when monthly meetings resume.



VMCCWA REGALIA CURRENT PRICE LIST - MAY 2019: - Regalia Officer - Andrew Hobday - 0411 358 428

Hi- Viz Vest	\$20	Lapel Pin	\$10 or (2 for \$15)
Polo Shirt	\$25	Cloth Badge	\$10
Windcheater	\$35	Winter Fleecy Top (End of stock)	\$50
Cap	\$10	Winter Jacket (End of stock)	\$80
Beanie	\$10	Machine Badge (Metal)	\$20
Floppy Hat	\$10	Stubble Holders	\$5
Small Sticker / Decal	\$2 or (3 for \$5)		

Please Note: access to the Parts Store and thus regalia is closed for now



Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com

ALL ALBANY EVENTS SUSPENDED UNTIL FURTHER NOTICE: The Albany section of the Vintage Motor Cycle Club of W.A. has decided that after discussing the problems facing us, with this virus outbreak, & a motion moved by Andrew Duncan, seconded by Bill Morrell, that all section meetings, club runs, Show and Shine events, coffee runs, Tracmac, Albany Bikers charity run for the Salvation Army's Christmas Funds Appeal etc. are suspended until further notice. This was passed with the support of all the members present. Members may ride in an impromptu run but must log their ride with the section Secretary beforehand.

BIRTHDAY BOY: One of our members recently had one of the BIG birthdays, and to celebrate he shouted all of us to coffee and cake at Nippers, as there was a big turnout it was a very generous gesture. He is a modest man and so I won't mention his name and embarrass him. Anyway, at our GM a few days later we shouted our librarian, property manager and chairman of the Chalet committee a cake and the usual song, I wish him many more Big birthdays. *Bernie*

Mysteriously, Bernie also had a birthday on the same day and later got to cut his Birthday cake at the clubrooms



8TH MARCH 2020 - PIE RUN: It might officially be Autumn but in Albany the mild, but very dry, summer's still with us. Not so good if you're a rural producer, but as they say, it's an ill wind that blows NOBODY any good and if being on two wheels turns your crank, then get out there and enjoy it, while you can! With that in mind, our Club ride was planned for a run to the Mt. Barker Bakery for lunch, via a roundabout way.



Surprisingly, given the weather, only 12 bikes and their riders turned up at the Old Gaol; hopefully the distance of 170Km didn't deter people? The back up car (thanks Chris) carried two more of our – of – action riders (hernia / knee reconstruct) and we had 2

pillions; so 17 all up. Bikes ranged from Evie's 150cc scooter and Bill's Yamaha 250 dirt bike through to Arthur on his Triumph 1200 and Dave and Vivian on their Spyder.

The "quieter" roads were chosen; out of town on Chester Pass Rd and across Yellanup Rd. to the Narrikup Store for a morning tea break, BYO or shop. Then it was Spencer Rd, Denbarker Rd, Muir Hwy and into Mt. Barker, stopping at the Bakery for lunch, again BYO or shop. The two raffle prizes were won by Merv and Evie. Each prize had a Nulon (Aust. Owned) gift pack; an "open ya bastard" bottle opener, a "start ya bastard" can of ether and a "shift ya bastard" can of light spray oil. Something light hearted to display in the workshop? The way back to Albany was the lovely Porongurups Rd, then back down Chester Pass Rd. I think everyone enjoyed the ride and the company; the weather was pleasant, the traffic light and no one's bike stopped. *Bernie*



LABOUR DAY COFFEE MEET – FREMANTLE B SHED: Another good turnout to a coffee meet. Thanks to Jeff Sanders' suggestion and Stephen Hill's organisation an impromptu run to the Fremantle wharves was organised at short notice via the facebook page, to make up for a Pickering Brook coffee meet which was washed out by rain. The B Shed is increasingly getting busy with motorcycles these days.

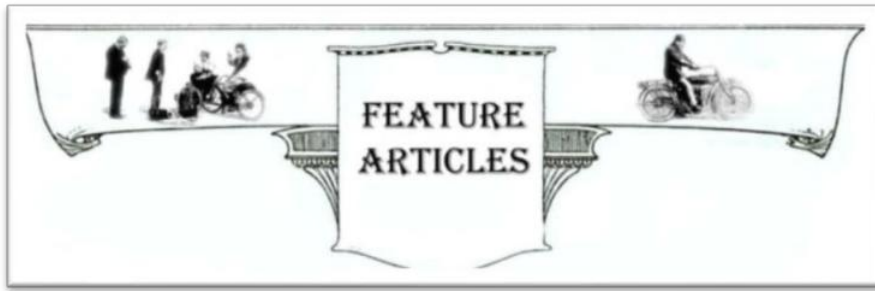


THE THURSDAY MORNING COFFEE MEETS at the Bean 2 Brook coffee shop on the corner of Canning Road and Pickering Brook Rd, Pickering Brook have gone from strength to strength, thanks to Stephen Hills, which is great to see. Unfortunately, with Covid-19 threatening, the Club has had to drop the event from the Club Calendar for now. Look forward to the official resumption in time to come. A selection of photos from recent coffee meets follows: *Murray Barnard*



Pictures from the March 13 Coffee Meet – Martin Krause from the Berlin GT750 Water Buffalo Club was a guest on this day. Martin produces the Club Newsletter for the German Wasser Buffalo Club. They love all Suzuki 2 strokes and have rallies all over Europe with like-minded clubs. Martin has a number of GT750s, a racing version as well, a GT550, RG500 and a GSX1400. After riding my 1100 Stone Moto Guzzi, Martin is now looking for one of those back in Germany as well. *Murray Barnard*





by Murray Barnard

Hundred Years of Motorcycles in Australia 1896 to 1915

FIRST MOTORCYCLE IN AUSTRALIA: *Brisbane Courier of 8 Feb 1896*. "A motor cycle, which arrived in Brisbane nearly two months ago, and which, created no end of excitement, has at last been given a trial on the Brisbane roads. This benzol motor cycle has been ridden or driven rather-by the owner, Mr. Brunnich, and two local cyclists (Messrs. H. K. Eaton and J. Adams), who have the honour of being the first to try the coming form of propulsion. The gentlemen named above have come to the conclusion that the motor cycle is a success, and that it will do all that is claimed for it. When ridden round the streets of the city, one of the riders mentioned, on a quiet level piece of running, estimated that the motor must have been travelling at the rate of thirty miles an hour. Of course at such a high speed the vibration on the hands is very great-for the machine is steered like the ordinary safety bicycle-but when running at a moderate speed the vibration is no greater than that from the pedal-driven safety. In the trials round the city the horses met with on the roads did not take more notice of the novelty than that which an ordinary bicycle and rider claims. The motorcycle was made by Messrs. Hildebrand and Wolfmuller, of Munich."



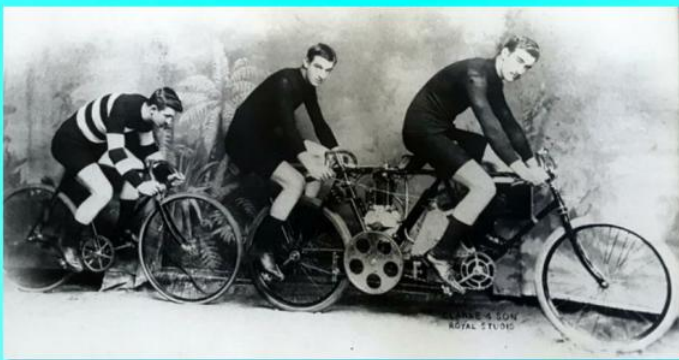
Hildebrand & Wolfmuller - 1,489 cc • 1894 • Germany - 2.5 hp @ 240 rpm - Top speed: 28 mph (45 km/h)



MADemoiselle SERPOLETTE'S AUSTRALIAN TOUR - 1898 - FIRST MOTORCYCLE RIDDEN IN W.A.: Mdm Serpolette a champion cyclist visited Australia in 1898 on a promotional tour for Gladiator Cycles and whilst here rode a Gladiator tricycle in various events, as follows:

28 April 1898 Rides motor cycle Claremont to Fremantle, return in 38m
31 May 1898 Rides from Osborne Hotel to St Georges Tce in 15 min 4 sec
9 May 1898 Serpolette on motor tricycle leads parade in Perth

The machine: Gladiator Cycle Co (The Clement, Gladiator and Humber (France) Limited) Motor - De Dion - Bouton



The first motorcycle raced in W.A. - A 1 1/4 hp de Dion powered tandem pacer by the Jewell Bros. - 1899



The Perth Motorcycle Club - the first in WA, before their first club ride, to Mundaring in 1904 - pic from *Red Dust Racers* by Graeme Cocks (2016)



WERNER - THE FIRST MOTORCYCLE IMPORTED COMMERCIALY INTO W.A. - THE MOTOR BICYCLE. *West Australian* 25 April 1901 - "It has been recognised by the commercial travellers and other cyclists, who in the past have been compelled day after day to pedal their way along the narrow tracks of the goldfields, that some power besides personal locomotion was becoming absolutely essential to make life worth living. First, the motor tricycle was tried, but it soon showed itself utterly useless for the work, owing to the wheels being of different widths to the ruts left by the waggons. Armstrong's Cycle Agency soon recognised that a single track bicycle was what was wanted, and immediately instructed their London representative to look out for the most suitable machine. After due inquiries they decided upon the Werner as the bicycle most suitable for this country. They have just landed one of these machines, which is at present on view in their Hay-street window, and they invite the inspection of all interested persons. In addition to the class of people above mentioned, the motor bicycle is also a boon to the pleasure-seeker."



Percy Armstrong on the Werner



The start line at the Norwood Hotel, Lord St, East Perth on 21 October 1912 - for the first WA TT : Perth - York - Northam - Toodyay - Perth



NORTON 1910- Model 3 1/2 - 500cc - the "Unapproachable"



R Wigmore - Triumph and H Norton - TT Triumph - Claremont 1912



1912 BSA 500



Fremantle Rd (Stirling H'Way) Cottesloe

MOTORCYCLE CLASSIFIEDS

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published*

here or online. You can post your own ad on the club website or email to benrners@iinet.net.au

FOR SALE:

ARIELS FOR SALE: The Ernie Serls collection of 12 Rally Proven Ariels will be for sale very soon. As we start assessing and preparing these bikes for sale more information will become available. There are 12 running bikes from 1928 thru to 1954. All are older restorations and have been rallied reliably. 8 are Singles, 2 Twins and 2 Square Fours. 4 were on full registration until this week, 11 are OHV, 3 are Pre-31. A number of good projects and a range of spare parts for the same age period will also be available. For more info call Michael Rock #104 Ph: 0437 999 009 or Andrew Repton #223 Ph: 0409 371 001 Now is the perfect time to start panic buying old bikes.

1924 AJS V TWIN very complete \$13,000 ono

1920 AJS V TWIN \$8,000 ono

1933 PANTHER 350 First of the Red Panthers Made Rare smaller bike. \$5000 ono

Contact Shaun Meaney 0417837759 email, oldrustybikes@gmail.com

1960 350CC R.E. BULLET, which has recently been fully restored, it is club registered and currently on a 404 restricted licence until February 2020. It runs well and starts on the first kick. I have the full list of parts fitted and engine work carried out during the restoration. Unfortunately, due to arthritis in my hands I don't feel confident to continue riding. Contact Stuart 0406214552 or stuartb.132@gmail.com

BSA 500: along with some spares, has had a total rebuild, 6 plate clutch conversion by Colin Tie, only 200 miles since rebuild, unlicensed. New tacho and speedo. Insured for \$20k, looking for offers over \$10k. Ph: 0411702356 Chris Davis



Relisted

1950 ES2 NORTON/DUSTING SIDECAR OUTFIT. Expressions of interest required. Will negotiate on price. Ron Gordon 0428496248



HONDA SS125A (1967) This rare machine was restored in 2011 and has travelled 115 miles since rebuild. Club registered and on 404 licence until August 2020. \$4800 negotiable Ph. 0417182358 Bill



HONDA CB 175 (1972) Fully restored 2012. Fitted with CB200 fuel tank, sale includes original type tank which requires repair and painting. Also new lockable fuel cap, tank badges and black mask for painting. Club registered on 404 licence until July 2020. \$5850 negotiable Ph. 0417182358 Bill



BMW R60/6 1975: 71500kms. Fitted with stainless steel pipes and mufflers and on full licence. In overall good condition \$6700 Mick King 94905828

1968 B.S.A. SPITFIRE MK4. Owned since 1973. Very rare, original bike in excellent condition. Roller bearing timing side main, spin on oil filter and oil pressure gauge. Recent top half overhaul, just run in. On full licence. \$13000. Adrian White, 0438 33 55 63

Expiring



1975 HONDA 400/4 good condition on club licence \$6,000 or best offer. Richard 0427448889 or 98413040 Albany



1931 BSA SLOPER: In need of restoration \$10,000 contact Paul on 0438 130 328



BMW R65LS 1981 13k only Greg 041 990 6346



1982 BMW R100RS: 29,340 kms, good condition, runs well, recently serviced and registered 1 year. \$8500 ONO Contact Terry Ryan 0438936497

WANTED:

WANTED BSA B40 OIL PUMP PN 41-0801. This is the 2 bolt mounting unit and must be in good working condition. Paul Smith Tel 0407386877

Relisted

1982 HONDA CX 500 waterpump impeller – Tony Lock Ph. 0433611033

SERVICES:

SMALL ENGINEERING JOBS: undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring and resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price, m/s 870, 9304 3807, mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are long time VMCCWA members and restorers who are now manufacturing mudguards in Donnybrook for export all over the world. www.vintagesteel.com.au Ph 0497 999 011



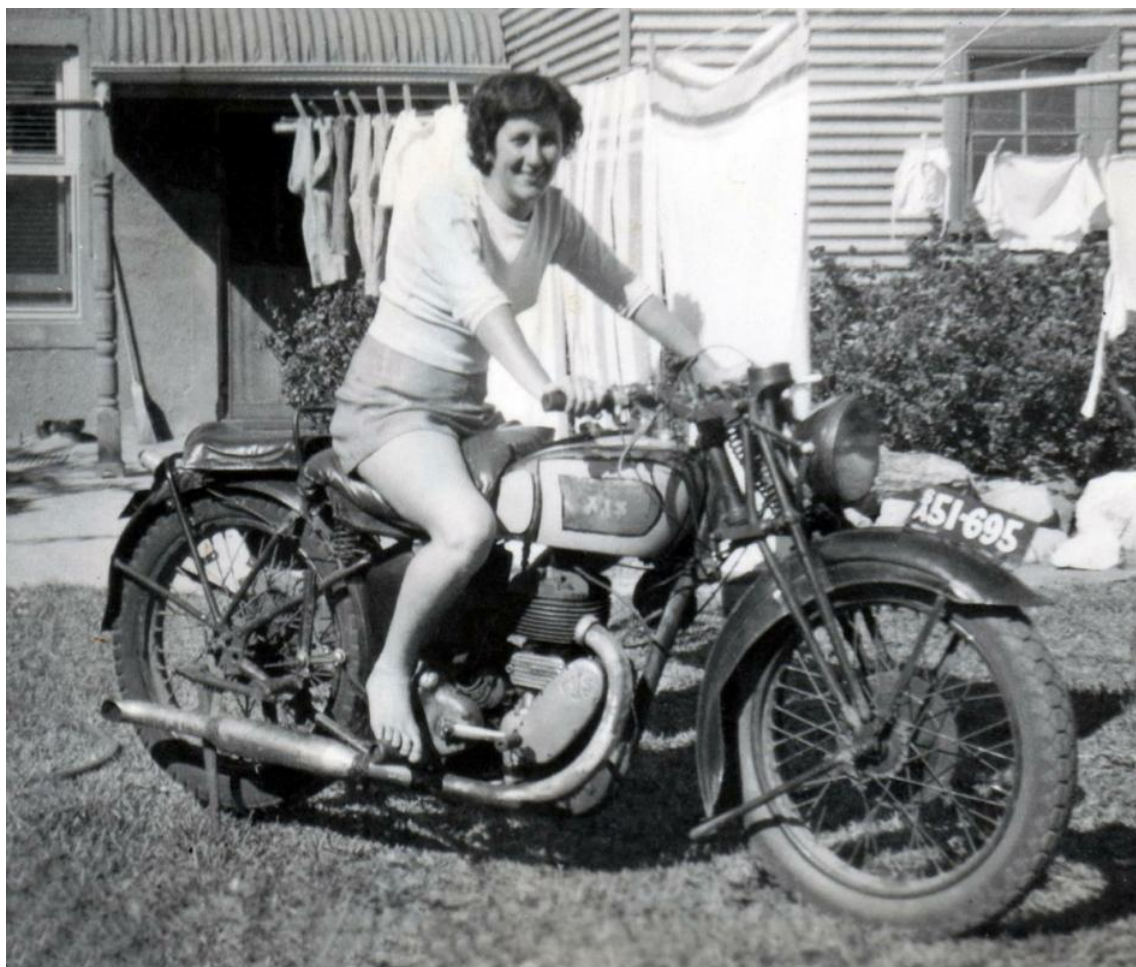


One day a man walked into a dentist's surgery and asked how much it would cost to extract a wisdom tooth. "£50," the dentist said. "That's a ridiculous amount," the man said. "Isn't there a cheaper way?" "Well," the dentist said, "If we don't use an anaesthetic, I can knock the price down to £40" Looking very annoyed the man said, "That's still far too expensive!" "Okay," said the dentist. "If I save on time and simply rip the tooth out with a pair of pliers, I can knock the price down to 10 pounds." "Nope," moaned the man, "It's still too much." "Well," said the dentist finally, scratching his head, "If I let one of my students do it using pliers, I suppose I can knock the price down to a fiver." "Marvelous!" said the man. "Book my Wife in for next Tuesday."

A man goes into a pharmacy and says, "Have you got any Acetylsalicylic Acid". "Don't you mean aspirin" replied the pharmacist. The man said, "That's it, I can never remember it's name."

Old man Murphy had worked down at the brewery for years, but one day, he just wasn't paying attention and he tripped on the walkway and fell over into the beer vat and drowned. The foreman thought it should be his job to inform the widow Murphy of her old man's death. He showed up at the front door and rang the bell. When she came to the door, he said, "I'm sorry to tell you, but poor old Murphy passed away at work today when he fell into the vat and drowned." She wept and covered her face with her apron and after a time, between sobs, she asked, "Tell me, did he suffer?" "I don't think so," said the foreman: "He got out three times to go for a pee."

Paddy and Mick were both laid off, so they went to the unemployment office. When asked his occupation, Paddy answered, 'Knicker Stitcher.. I sew da elastic onto ladies' knickers and thongs.' The clerk looked up Knicker Stitcher on his computer and, finding it classified as unskilled labour, he gave him £80 a week unemployment pay. Mick was next in and when asked his occupation replied, 'Diesel Fitter.' Since a diesel fitter was a skilled job, the clerk gave Mick £160 a week. When Paddy found out he was furious.. He stormed back into the office to find out why his friend and co-worker was collecting double his pay. The clerk explained, 'Knicker Stitchers are unskilled labour and Diesel Fitters are skilled labour.' 'What skill?' yelled Paddy. 'I sew da elastic on da knickers and thongs, then Mick puts 'em over his head and says: 'Yep, diesel fitter.'



Betty Linton on an AJS – Mt Hawthorn – photo courtesy John Linton







VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

~~MAY 2020~~



Lockdown Edition

CLUB COMMITTEE & OFFICIALS

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Nic Montagu – 0427171702 chair@vmccwa.com

Deputy Chair: Barry O'Byrne: 0418936254
barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550 secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763 treasurer@vmccwa.com

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0434215665 ildottore@iinet.net.au

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au,

Events Coordinator: Stephen Hills – 0413678604

steve.mag@icloud.com,

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jme36698@bigpond.net.au, Neil Freeman -

vn_freeman@outlook.com

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0434215665 ildottore@iinet.net.au

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1st Time Examiner and Concessional Licences: Phil Skinner
94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock – 0437999009
(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617
(mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103
les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404
contact any of the following officials to arrange a suitable time and
place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,

Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Colin Brazil – Warwick – 0437607067,

Les Vogiatzakis – Dianella – 0488915103,

Murray Barnard – Roleystone- 0434215665

Hans van Leeuwen – Mount Nasura - 0419921693

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863

membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425

mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563

sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Club Trailer: see Unit Caretaker

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508
(when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms
is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary
Pre-31: Art Woldan – 93303264, Treasurer: Brian Rodwell -
92561844 (fees payable to BSB 016499 Acc 481977532)

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604
steve.mag@icloud.com, Treasurer: Chris Davis –
chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc
0260192.

Facebook page: facebook.com/groups/vmccwapost70

ALBANY SECTION: Chair: Paul Armstrong – 0417051378
(patnpaul2016@gmail.com), Albany Section Secretary: Roger
Bittner – 98446524 (rokebit81@gmail.com)

**VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc –
21998733**

Club Postal Address: P.O. Box 2268, High Wycombe,
W.A. 6057

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and post, you
need to register on Facebook & then message web admin).

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publish in the Chatter. Opinions expressed by columnists are
personal opinions and not Official Club policy. Cut-off for
submissions is no later than 5pm on the 12th of each month. The
impossible we do, miracles take longer.

BASIC VMCCWA™ PRINCIPLES: The Club exists for ALL
members. In engaging with members, approved events will be
advised in advance to all members. The Club values the privilege of
404 concessional licenses. To protect this privilege the Club will
always advise the legal requirements and DoT expectations to
members. Compliance is an individual's responsibility. Your
privacy is paramount, you should only ever receive Club authorised
bulk emails through the club website/web administrator.



Front Cover: 1910 Triumph sales poster

Coming Events



REGULAR APPROVED CLUB EVENTS: VMCCWA: Club response to Coronavirus Pandemic

Until further notice all club activities have been suspended as follows:

Monthly meetings, Section meetings, and weekly coffee meets. cancelled

In addition, all approved Club Events have been cancelled for the duration.

The Parts store and Library are closed and there is no access to the clubrooms for now.

As a club we strongly recommend members practice social-distancing to avoid infection and transmission of the virus. Please check the club website at times to see if there are any updates on the situation – vmccwa.com/oilyrag



Well, I trust everyone enjoyed Easter as best they could. What a strange world we live in at the moment. At home we are in lockdown, go to the shops once a week and keep in touch with people by phone and internet. My day revolves around emptying the cat litter tray. It is a big day out when we buy food, but we feel very exposed to the invisible threat of infection. Staying home is pretty easy for me as I can read and spend time on the internet, maintain Club website etc and the garden always needs something doing. Bikes have been trying to guilt me when I go in the garage because I haven't ridden them for weeks. Still the day will come when we can meet again and ride on club events. In the mean time we know what to do, stay home.

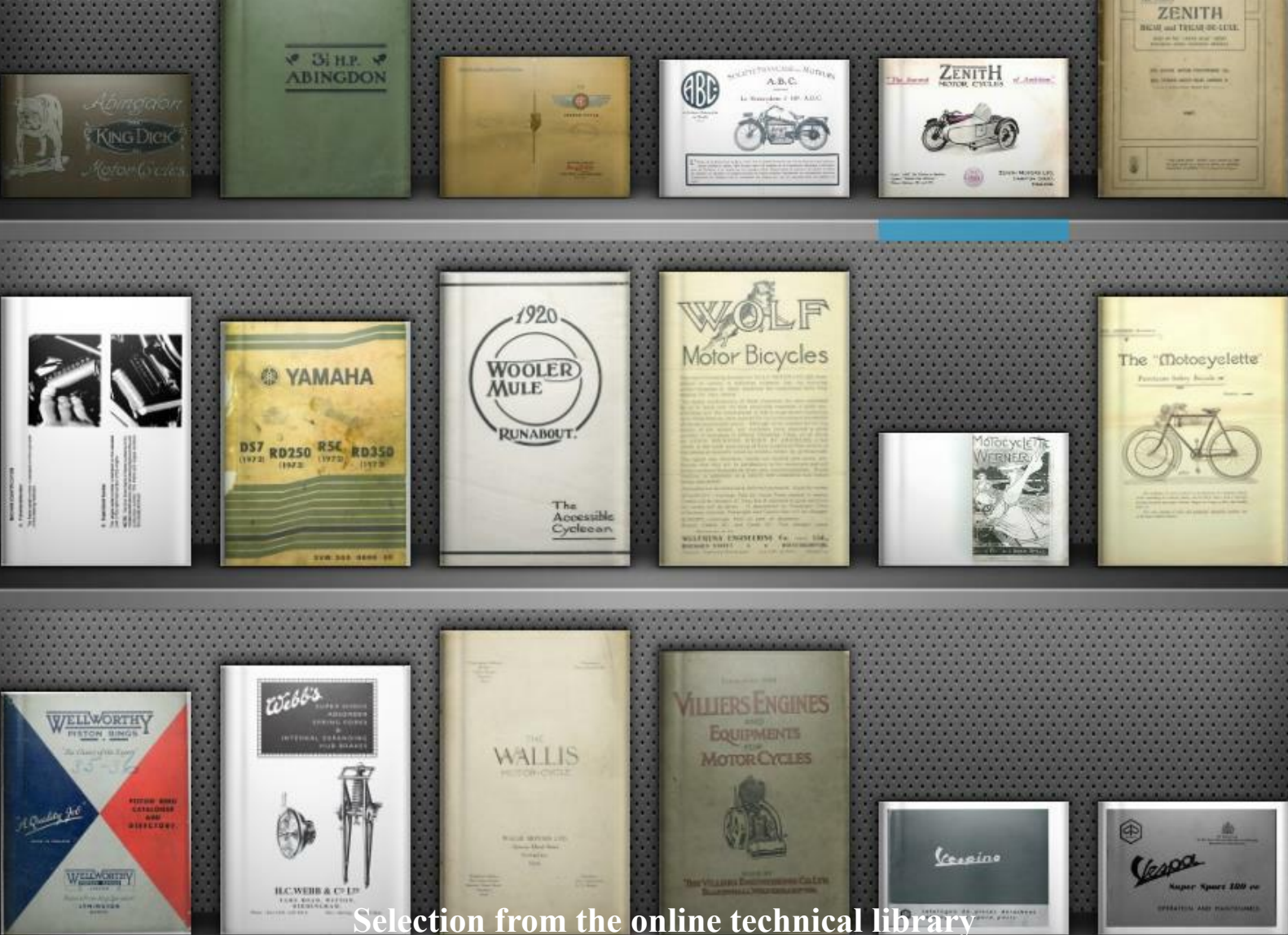
Special thanks to the Facebook members, who have responded with alacrity with stories of their motorcycling adventures, bike stories and restorations. As well they have been generous with photos of their old or current machines. I will publish as many of these stories and photos as I can in coming issues. It is great to have members sharing their stories. Any member is welcome to send me their stories and photos even if they are not on Facebook. You can call me as well to discuss.

Sorry to see how much people are struggling with business downturn and losing employment. The folks on the frontline at supermarkets and in hospitals deserve our respect and gratitude. Things probably will never be the same, hopefully we become a more compassionate society out of all this pain. Stay safe everyone.



MACHINE APPRAISAL OFFICERS SOUGHT FOR SOUTHERN SUBURBS: The club is seeking the assistance of a member to fulfil the task of appraising machines for club eligibility. This valued service would be called upon for the convenience of members in the area who require the motorcycle to be appraised in person. An understanding of motorcycles in general and 404 requirements is required or a willingness to further learn. If you are interested in this role please feel free to contact Murray Barnard on 0434215665.

TECHNICAL LIBRARY: Well the virtual bookshelves are bulging now that coronavirus is keeping us at home. Over 1000 items are now online in the Technical Library, largely in PDF format, some are obscure, some esoteric, but there is always something to interest the motorcycle enthusiast.....I have been busy and will keep scouring for additional material when time permits. Donations of useful material always welcome. To access the online technical library go to vmccwa.com/oilyrag, login and choose the Technical Library menu option. You have to login again as the technical library is kept on a separate server in a password controlled directory. Once you choose from the list. Most files are in PDF format. *cheers Murray Barnard*



Selection from the online technical library

NEW LIBRARY BOOKS: OK, the library is closed for the duration, but, Ken Vincent has advised the following new acquisitions

Albany Section

Triumph Instruction Manual T100
 Lucas Instructions for Magdyno
 Lucas Instructions for Lighting & Ignition
 Lucas Instructions for A.C. Lighting & Ignition
 Lucas Instructions for Motorcycles
 B.S.A Manual A7 & A7 Star Twins 1950
 Streamlined Speed
 Motorcycles a Technical History
 The Villiers Engine by B.E.Browning
 99.99 Triumph Video
 The Triumph Way Video

Tech Library.

Triumph Information 1904 to 1925plus Spare Parts List
 Villiers Parts List MK 10D/MK 6E 2 Books
 A.J.S Instruction Manual 1951 Spring Twin
 Royal Enfield Parts List 1946 G/J Single J2 Twin Port
 Royal Enfield Instruction Book Ensign 125/148
 B.S.A Manual A7 & A7star Twin 1950
 B.S.A Manual A7, A7 Star A10 Golden Flash A10 Super Flash (2)
 B.S.A Motorcycle Data for 1955
 Lucas Instructions for Magdyno & AC Lighting 3 Books
 Matchless Instruction Book 1954 Single Models

H-D Riders Hand Book 1926 Twin & Singles (2)

Triumph Manual T100/3T/5T 1953

Triumph Manual 1954 6T

M-L All British Magneto Instruction Book

Lucas Spare Parts List 1951-2 (2)

Main Club Library

Suzuki T500 Owners Manual

Internal Combustion Engine Troubles

Hepolite Pistons/Rings/Valves Gudgeon Pins 1912 to 1928

Streamlined Speed

Triumph Terrier Instruction Book

Triumph Tiger Cub Instruction Book

Honda CD/CM 200cc twins 1977

60 Years of Moto Gp by M Scott

Classic Motorcycles Video

Triumph the World's Most Famous Motorcycle

DVD's Various 6 of

Books For Sale

Discovering Old Motorcycles

Vintage Motorcycles in Australia

The Book of the Villiers (2)

Triumph Instruction Manual 1945 to 1955

The Story of the Motorcycle By Don Morley

BALLOT OF DONATED MOTORCYCLES – 1984 TS185 AND DR600 – DEFERRED FOR NOW: Two motorcycles have been donated to the club by a motorcycling enthusiast and both are currently registered. They are 1984 Suzukis, a TS185 and a DR600. The Committee and Parts Store have decided to set a fair market value for each bike and to seek interest in purchase through a ballot system. The ballot will be available only to financial club members, who register interest in writing before the ballot is drawn. Both machines are low mileage, fully licensed, 404 eligible but need some servicing and general maintenance. To be sold as is. Price for TS185 is \$1350 and the DR600 \$2200. As the parts store is closed, these machines are unavailable for inspection for now. The ballot is suspended for now as well. The date of the draw will be decided when monthly meetings resume.



VMCCWA REGALIA CURRENT PRICE LIST - MAY 2019: - Regalia Officer - Andrew Hobday - 0411 358 428

Hi- Viz Vest	\$20	Lapel Pin	\$10 or (2 for \$15)
Polo Shirt	\$25	Cloth Badge	\$10
Windcheater	\$35	Winter Fleecy Top (End of stock)	\$50
Cap	\$10	Winter Jacket (End of stock)	\$80
Beanie	\$10	Machine Badge (Metal)	\$20
Floppy Hat	\$10	Stubbie Holders	\$5
Small Sticker / Decal	\$2 or (3 for \$5)		

Please Note: access to the Parts Store and thus regalia is closed for now

NEW MEMBERS: Mario, our membership Secretary, based in Kalgoorlie, advised that we had 2 new members in March. They are Malcolm Parsons & Donald Bristow.



Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com

PLEASE NOTE. All Albany section activities are suspended until further notice.

Due to the current health scare all official section events are cancelled until further notice. Including general meetings, coffee and club runs. If any members choose to go for an impromptu run they do so without the Section's sanction.

The Section Secretary will no longer log impromptu rides for the duration of this health crisis. *If you absolutely must log an impromptu ride refer to the log on the Club website in the first place, or write to the secretary@vmccwa.com.*

NOTE. All current WA Health Department instructions must be observed to protect our members and the general public. Any changes to the above will be published in the Chatter. *The Section Secretary, Roger Bittner.*

Message from the Section Chair: No riding, no coffee runs, no club runs, no meetings, no interaction? Well there is maintenance and polishing jobs to do. Fork gaiters bought from RGM Premier Norton three years ago were total crap splitting in about six months? Replaced with US/Australian style export short covers, that's one day, Day two polish and clean the Ariel NH 350cc Red Hunter now what about tomorrow? Stay safe don't interact and we will all come through this together. *Paul Armstrong*

Message from the Section Secretary: We have a wealth of motorcycling experience in our section, and our fair share of “characters” so while we can't meet together we can still share our stories.

For instance. When I was about 18, I had a Triumph Tiger Cub, so when I got the chance to buy a cheap single cylinder 500 Ariel Red Hunter I thought, now's my chance to keep up with my mates on their Triumphs. I was a bit disappointed with it's performance, so when I saw an ad in a bike mag for a set of Hartley high lift cams, I thought they would turn my bike into a racer. Now I'll mention at this point that I knew bugger all about motorcycle mechanics, ignorance is bliss so I ordered a set, stripped the head off and fitted them. Nobody told me that along with the cams I needed to tweak the carbs and perform other mysterious rites. So, when it was reassembled, minus the odd washer or 2, I almost kicked myself into a coma trying to start it. Eventually I pushed it down the road to a bit of a hill and finally got it to fire up. Leaping on I rode it down the road to a series of backfires and jerks. I never did get that bike running properly, my mechanics spirit was broken and I couldn't even be bothered to replace the old cams. I was renting a single room in a house at the time so to get rid of the bike I dismantled it and bunged the bits in an old coal bunker at the side of that house. It may still be there for all I care.

Bikeless by now, I purchased a Triumph speed twin. Not game to try any mechanical magic I stuck to the other trend popular in bike mags at the time, that is to drill holes in various parts of the bike to reduce weight. And at the same time probably rendering it unsafe to ride. I may have reduced the weight by 10 ounces, I didn't weigh the swarf. But at least it would have gone some way to balancing out the 2 to 3 lbs of chain, studs and badges I bought from Pride and Clarkes to decorate my jacket with. Aah, the innocence of youth! but I have to say, I was happier in a time when it seemed I could do anything, irrespective of reality.

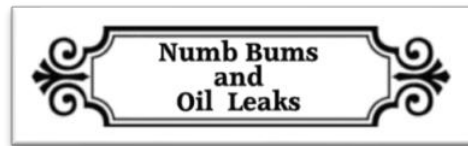
So, if you have a story please share it with the other members, it may help them a little to get through this tough period. Just send it to me (secretary) or directly to Murray Barnard. And I hope to be back riding with you all soon. *Regards, Roger.*



Pictured above is Paul Armstrong's 1918 Harley Davidson model F 1000cc, hand shift, foot clutch three speed. (No brakes to speak of). In Paul's own words:

This took me about four years to source parts and restore. I bought this from Johnno at Redfern motorcycle's in Sydney approximately twenty three years ago, is it really that long ago? Complete frame up, rebuild using all original parts possible, why is it red? Because I wanted it to be red, originally it was going to be a show bike, but has now taken part in five Australian veteran bike runs, from Albany, Kingaroy, Parkes, Ararat, Nuriootpa five in total.

Sadly, I missed Tasmania last year. With Parkes being the longest of about twelve hundred kilometers in the week, very tiring on a bike like this. Some days well over a hundred and fifty kilometers, and you do get to feel it, with the aches and pains. This bike is also quite fast, I reckon that I have had it up to sixty mph and reckon that it would do about seventy five comfortably. Stopping distance needs to be programmed in well before a corner, and downing gears the best method of slowing down beforehand. In closing I feel that the Americans at this stage were far more advanced in motorcycle building than Europe. But this changed in the future. *Regards Paul*



The driver's licence, that seemingly innocuous little card which in fact is right up there with all the milestones (kilometre stones?) in a young person's life - toilet training, walking, starting school and of course puberty, and freedom to come and go as you please. Puberty and the licence rather complement one another. On the one hand, hormones are spreading their wings and going crazy, on the other, provided of course you have access to a car, you now have privacy to be with another and - er - well, talk about hormones. Well done Mother Nature!

If you have the good fortune to be starting a driving career on two wheels, you discover the poetry of being in total unison with your machine, as body and bike (when you get it just right) carve their harmonious way through a set of bends. That pleasure stays with most riders and is constantly refined, often unknowingly, as more experience passes beneath your wheels. There's something else, too. You become part of what's best described as a loose and totally informal brother and sisterhood, typical of minority groups. Riders frequently acknowledge one another on the road and generally if you're stuck beside the road, the first rider passing by will stop. For me, driving a car was exciting too, but in a much more utilitarian way. Certainly, the A to B objective happened but was regarded as more as a task than fun.

Of course, had I been able to get my hands on an Aston Martin my view could have changed. Friends with cars didn't understand, and banded on endlessly about the virtues of their choice, particularly after seeing you ride home in the rain or watching you trying to balance a bag of groceries on the tank. Their criticism naturally went into overdrive when a rider was hurt or killed. We had no idea how much anxiety our parents suffered; what goes around comes around with most of us eventually becoming parents and finding out first hand. The unbeatable trump card was in matters of courtship. It was far more enjoyable viewing the city lights from King's Park tucked up within the private confines of a car - a motorcycle on the stand just couldn't compete. Lucky types had access to the family car.

Like many of my age at the time, I had no idea of the ramifications of riding unlicensed, and this I did for quite a long time. Why bother when you could ride adequately and mostly follow the road rules apart from a bit of speeding? No one I knew insured their machine, mostly the bikes were of low value, as was mine, and the really tricky issue of Third Party sounded like last Saturday night. My parents knew nothing of this, never having even driven a car, so no help there. The odd time the Law asked for your licence resulted in being told to show it at the Police Station within seven days, an instruction which was ignored as there was no follow-up.

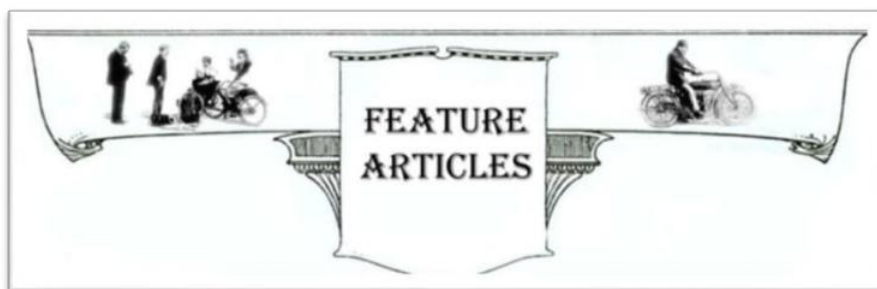
Obtaining a licence was far less regulated than today. Friend Graham, now in his late seventies, lived in the undeveloped Northwest as a lad. Came his sixteenth birthday he was off to take his car license test which he passed with flying colours, when the officer asked, "have you ever ridden a motorcycle?" "Well, I did ride a scooter round the car park once," replied Graham. "Good enough," said the officer, "I'll give you your motorbike licence too." Fast forward fifty years, Graham and his wife are empty nesters, kids all grown up and doing well so they decide to find out if riding is as much fun as friends have told them. Off to the Harley-Davidson (yes, I know) dealership and they emerge owning two sets of gear and a brand new bike. His licence says he's good to ride but he doesn't know how. A local instructor scored the easiest job ever - 'teach me to ride, don't worry about the licence test'. And yes, those two wheeled friends were right.

Eventually, and for no particular reason, I decided to take the plunge, so I made the appointment at our local Police Station and rode there, on time. First off a bit of paperwork with the bored looking officer, then the oral test. Two questions: what's the speed limit around town and what to do at a stop sign, both correctly answered and it's then off to the road exam. "How did you get here?" asked the officer. "Um, I er, rode here" I told him, suddenly realising the error of my ways. "Unlicensed eh?" he said. "Er, yes, I suppose so" was all I could offer and stood there whilst he contemplated my sins. Finally he told me "OK, we'll let that go for now. Ride up to that next intersection, turn round and come back." He then leaned against the lamppost and examined his nails. Off I went, got to the intersection, all quiet, and in my typical idiot teenage apology for a brain thought "I bet he won't even notice if I don't use a hand signal" so I didn't, though I did use signals back at the start. "Didn't think much of your hand signal up the street" came the observation, followed by a lengthy silence as I searched vainly for something even remotely sensible to say. Finally, he said "OK, you'll do. Come on in and we'll get you a licence".

That licence came with restrictions, requiring a further test, so I duly attended the Central Police Station in the city. The officer was much more meticulous, asking a good number of questions, all of which I answered correctly so off we went for a ride. On the return leg up the main street I knew I'd done all right so was starting to relax a bit when my shadow on the Norton pulled alongside, telling me to pull over and park. This I did, but noted he'd aimed us onto a bus stop, and stopped just past. Not long after, he again came alongside, waving his arm forward telling me to "get on with it as he needed to get back." We were on the speed limit which I maintained. Licence granted.

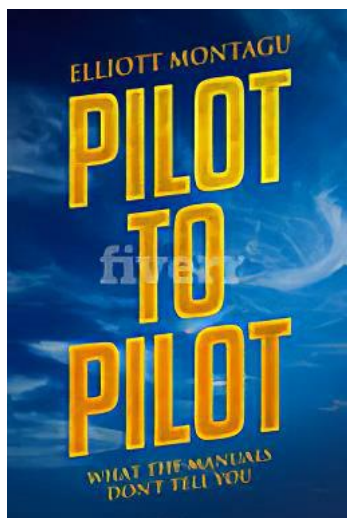
Now smugly legal, I duly paid my annual licence renewal fees until one due date when I was rather short on funds. Teenage "brain" kicks in. "Bollocks to it, you've got a licence, why the need to pay?" So I didn't, still totally unaware of the pitfalls of such a path, should things on the road go pear-shaped. By then I'd amassed a few speeding fines and had another pending. All offences were dealt with by a Magistrate's Court and it was suggested I should ensure I had a licence, to allow the beak the pleasure of taking it from me. I fronted up to pay, only to be told "Too late by a few days, you'll have to re-sit your test."

No problem! I've had practice. After the usual preamble the officer said "Go round the four avenues circling the city, I'll follow. At some stage I'll pass you, don't follow me as I want to check your emergency stopping." The first three avenues are just a pleasant and well behaved ride, the fourth contains a big whitegoods store on the left. To my great surprise, from the laneway alongside came a furniture truck going far too fast, hurtling over the footpath onto the road in front of me. A washing machine came flying out of the back, landing on the road and smashing spectacularly to pieces. Such machines are obviously not built for that. I pulled up just short of the carnage, the Jawa had good brakes. "Good emergency stop!" observed my examiner, peeling his gloves off finger by finger to better enable him to write out a comprehensive list of sins for the very sheepish looking truck driver. Licence granted. And yes, the Beak did give me a lecture, finishing with "I'm going to give you a chance; I'm taking your licence for just one month to give you an insight into how a longer suspension would seem, so behave yourself!" That suspension was a favour - this was early December, party season, which we spent drinking whatever we wanted with push bikes for transport. The stupidity of the truck driver puzzled me. I could only guess he'd driven round the back, stolen the washer and was in haste to get away. This was confirmed at a later date. *Adrian White*



Edited by Murray Barnard

PILOT TO PILOT – What The Manuals Don't Tell You: *Club stalwart and ex-Secretary Elliott Montagu has put pen to paper and written a book about his days as a pilot for MMA. Elliott Montagu flew single engine VFR, twin IFR and DC3 aircraft around the back blocks of Western Australia and the Northern Territory. He later flew Fokker F27, Fokker F28 and Boeing 767 aircraft on domestic and international routes. In his own word:*



Currently I'm the Club Patron and served as Secretary for nine years. I'm down to one bike now, a 1927 Triumph. I'm a retired airline pilot. I learned to fly at the Royal Aero Club of WA in 1959, the same year as I started my apprenticeship as a fitter in the WAGR Midland Workshops. That same year I started a life of self-imposed poverty to pay for the flying. Having attained the required qualifications I landed a job as a pilot with MMA based in Perth. We flew DC3, Fokker Friendships and F28 jets. In the late 60's Ansett acquired MMA. I had a variety of admin. positions in WA in the Flight Department as well as normal flight duties. As manager of one of Ansett's fleets I was responsible for maintaining the operating standards of the 300 or so F28 pilots based in Sydney and Perth. I relocated to Melbourne and flew the Boeing 767 on domestic and international routes until Ansett collapsed. So, after 43 years and over 20,000 hours flight time, it was time to put something back in the industry so I wrote a book and called it Pilot to Pilot.

The main focus of an airlines flight department is avoiding incidents and accidents. I detail some incidents and accidents of different airlines in the book. Some outcomes are the result of good airmanship and some of poor airmanship. Here are some excerpts from the book.....I hope you find them interesting.....

A Boeing 727 operating a positioning flight stalled at about 25,000 ft. and descended out of control at 15,000 ft. per minute. During the descent, the left horizontal stabiliser separated from the aircraft rendering it uncontrollable. The three crew were killed in the ensuing crash. What happened?

In the wreckage the investigators found that the pitot heat switches were in the OFF position. As the aircraft climbed, the pitot heads iced over causing erroneous airspeed readings. The indicated airspeed increased as the aircraft climbed and reached 420 kts which was far above the capability of the aircraft. The rate of climb indication was in excess of 6,000 ft. per minute, far in excess of the performance capability of the aircraft. Not recognising this fact, the pilot pulled the nose up to nearly 30 degrees in an attempt to control the indicated airspeed and the aircraft stalled. Data retrieved from the cockpit voice recorder indicated that the pre-flight check list was interrupted and a mistake was made by reversing the position of the engine anti-ice and the pitot heat switches. The engine anti-ice switches were selected to the ON position and a pitot heat switches were selected to OFF. The report stated that the interruption of checklist duties is a notorious cause of aircraft accidents. The only safe procedure when this occurs is to go over the checklist again from the beginning, item by item.

A similar accident happened (for different reasons) when tape was placed over ports in the side of a Boeing 757. That is normal practise when pressure washing an aircraft to avoid water entering the system. The tape was not removed and the crew member who

conducted the external examination of the aircraft prior to flight didn't notice. The ports were there to allow ambient air pressure to enter and operate parts of the altimeter and airspeed indicator systems. The aircraft took off with a hundred or so passengers and shortly after takeoff, with instruments not working, control of the aircraft was lost. The aircraft hit the sea bounced, off climbed to 260 feet, rolled on it back and crashed into the sea killing all onboard. People look but don't see.

Some pilots do really dumb things. A serious incident occurred during a cruise at 39,000 feet. The crew were discussing the auto throttle system which is basically the same as the cruise control in your car. The crew were wondering where the system sourced its data. They thought it may come from the engine N1 source. (N1 is the speed of one of the turbines in the engine, expressed as a percentage). To check this, they decided to pull the N1 circuit breaker. They did this and when it was reset the number 3 engine suffered an uncontrolled acceleration causing turbine blades to separate and penetrate the fuselage of the aircraft. The cabin decompressed and a passenger sitting by a window was sucked into the window aperture. Passengers nearby tried to hold him by the legs to prevent him being ejected; but, unfortunately, they were unable to keep hold and he was sucked out of the aircraft and fell to his death.

I had just been checked out on the DC3 (Gooney bird) aircraft and we were flying a freighter down the West coast. The captain thought he'd show me how the aircraft could fly on one engine. I already knew because I'd done my endorsement on the aircraft which entailed single engine flying. He shut down the engine and feathered the propeller. After a few minutes he attempted to start the engine without success. We had to land at Geraldton and the engineers were flown from Perth to rectify the problem. This caused a delay and extra cost. He was not authorised to shut down engines in flight and it was a pointless exercise as I'd done it all before.



This little snippet is about one of those hero pilots you read about in the newspapers. The aircraft, a Boeing 767, left the West coast of America bound for Europe. On arrival at the destination the crew were unable to lower the landing gear. They went into a holding pattern and they continued to try to get the gear down without success. It was decided to put foam on the runway and land with the landing gear up. Landing with the gear up on a runway covered in foam is not an excessively dangerous operation. The aircraft landed OK and was evacuated. There were no injuries. The maintenance people came out with their cranes and put slings around the aircraft and raised it off the ground. An engineer boarded the aircraft, went into the cockpit, reset the circuit breaker which is in the up locks circuit and lowered the undercarriage normally. The cranes were removed and the aircraft towed to the maintenance area where it was decided the aircraft was beyond repair and it was scrapped. Having flown this aircraft, I am very familiar with the procedure. All the crew had to do was check the circuit breakers in flight (a normal procedure) and if it didn't pop again the problem would have been solved thereby saving all of this cost and drama. On a brighter note, an example of good airmanship is the Captain who landed his aircraft in the Hudson River having lost power on both engines. In Ansett we used to practise landing with all engines failed. In the simulator the pilot would be taken out to about 40 miles from the airport at a height where it was possible to reach the airport and both engines were shut down. The vast majority of pilots managed to get the aircraft safely on the ground. Big aircraft glide pretty well. The Boeing 1 flew would glide twice the height plus 10 nautical miles at 250 knots, e.g. if both engines failed at 39000 feet the aircraft could glide about $39 \times 2 + 10 = 88$ nautical miles.

I'll give you a good example of airmanship closer to home. Ansett WA operated a four engined British Aerospace 146 aircraft. On 22nd March 1992, Ansett WA operated a scheduled passenger flight from Karratha to Perth. It was a night flight with 51 passengers and 5 crew on board. It was scheduled to take 2 hrs and 5 minutes and the weather was typical for that time of the year. The atmosphere over a large part of WA was unstable which, coupled with high levels of moisture and triggered by afternoon heating, gave rise to thunderstorms, with a pre-existing middle level cloud mass. An infra-red satellite image was taken around the time of the incident. The incident area contained the most active weather Australia wide. Winds at cruising level of 31,000 ft. were north-west at 30-40 knots.

The Purser and his crew had finished the bar service and were preparing to serve the evening meal when the Captain summoned the Purser to the flight deck and it was agreed to delay the meal service as there was some turbulence. As the aircraft entered cirrus cloud abeam of a thunderstorm, the ice detector light illuminated on the master warning panel and the crew noticed that the outside air temperature had risen to above -35 degrees C and was still rising, and rose 12 degrees C in 46 seconds. In response to this the engine anti-ice was selected on all four engines and the crew visually checked for ice accumulation on the wings. Deciding that ice may have been present, the crew selected wing anti-ice ON. However, the aircraft speed was decreasing. It was then noticed that number four engine had started to roll back to sub idle, causing performance loss and speed decay. A decay in engine RPM was not noticed by the crew at this early stage, the thrust asymmetry being masked by the auto pilot. In a short period of time the other three engines had rolled back to a sub-idle condition.

The aircraft then began to descend as it could not maintain height. The aircraft was descending at an indicated airspeed of 200 knots and the Captain was faced with a forced landing in the dark, in hostile rugged terrain about 168 nautical miles from Meekatharra. Electrical power was now supplied by aircraft batteries (emergency power) and therefore only absolutely essential systems were available, eg only some flight instruments, no radar, minimum lighting, no intercom, minimum cabin lighting, no auto-pilot etc. The cabin had decompressed and passengers and crew had to use oxygen masks. The cabin was prepared for a forced landing in hostile terrain. The outlook was not good as it was similar to driving your car into the bush at 200 kph with no head lights. The crew kept trying to start an engine but to no avail. A Mayday call was made and that triggered Search and Rescue. The pilots continued to try to start the engines.

The aircraft was descending at 2000 ft per minute. At about five minutes to touch down they got one engine started. Within four minutes to touch down they managed to start another engine which was enough for the aircraft to fly level. A third engine was started and the aircraft flew to Meekatharra on three engines and landed safely. In the Chapter titled "Whats Happened" I have included an explanation of why all four engines spooled down to a sub-idle condition.

The interesting thing about the whole event was that the Captain and First Officer had never met until half an hour before they boarded the aircraft to begin the flight. A video re-enactment of the incident was made in the simulator using the cockpit voice recorder output with some editing for obvious reasons. It was distributed to airlines throughout the world.



When I was a First Officer, a Captain put me in a difficult position. Something happened during an evening flight and if we were found out, the consequences would have been serious. He insisted I say nothing to anyone when in fact I should have reported the

incident, but I was a young bloke and didn't want to be a dobber. It was a night flight from Perth to Kalgoorlie. We had done our checks and were waiting for the passengers to board. The Captain was looking out the flight deck window watching the passengers as they walked across the tarmac and climbed the stairs to embark. He spotted a woman who used to be a flight attendant with the company. He called the Purser to the flight deck and asked her to see if the passenger would like to ride in the jump seat. The ex-flight attendant agreed and was escorted to the flight deck. After all the greetings were over, she took her place, strapped herself in and put on her headset. The engines were started and we taxied out to the duty runway and departed. On climb, the Captain was obviously distracted and his primary interest was reminiscing over old times with the woman. At the top of climb the auto pilot captured our cleared cruising level of 29,000 feet and the aircraft accelerated to the cruising mach number.

It was the Captain's leg but as he was otherwise engaged, I set cruise power and then attended to checking the ETA, doing the paper work and the other things First Officers have to do. The electrical system in the aircraft was powered by engine driven generators via constant speed drive units. In the event of a generator or CSD failure, the generator on the other engine would pick up the load and power all the fuses. The failure of a CSD was indicated by a master warning, and enunciator and a red light. The red light was adjacent to a lock wired switch which, when operated, disconnected the CSD. It could not be reconnected in flight. If failure of the CSD was indicated by a master warning light, the drill was to identify which one it was, place your hand on the switch, get another crew member's confirmation that it was the correct switch and operate the switch, thus disconnecting the correct CSD. This then disconnected the generator from the engine. The bus transfer would take place and the operation of the electrical system would be unaffected.

While I was doing the paper work the master warning red light and CSD enunciator illuminated and like a good First Officer, I announced Master Warning. The Captain who was still chatting to the woman was by now well out of the loop. He saw a red enunciator that indicated right CSD and grabbed the number two (right) fuel control lever and moved it to the cut-off position. Number two engine immediately shut down. I said something like "No, wrong drill" and the Captain did nothing. I closed number two thrust lever and moved number two fuel control lever to the ON position but the engine started to over temp so I moved it to cut-off again. The Captain then quickly came out of his trance, assumed control, flew the aircraft and called for the air relight drill. Meantime no-one had been flying the aircraft and with the autopilot disconnected, the aircraft had descended 3,000 ft. At our weight the single engine ceiling was around 25,000 ft. so the engine had to be restarted swiftly. When, at the destination, the passenger had left the flight deck, the Captain grabbed me by the arm and told me to say nothing to anyone about the incident. Although the aircraft was fitted with a transponder we were outside radar coverage and our descent was not seen on the ATC radar screen.

The above are extracts from the book Pilot to Pilot. If you are interested you can email me. The book sells for \$30 plus \$10 postage to any post code. I live in Hovea. You can come to my place a pick up a copy if that suits. My email address is pilottopilotbook@gmail.com. You can pay with PayPal or direct debit



KIM'S MISADVENTURES: While we park our bikes up and wait for the Covid-19 crisis to pass and remain safe I will tell you how easy it is to come unstuck!

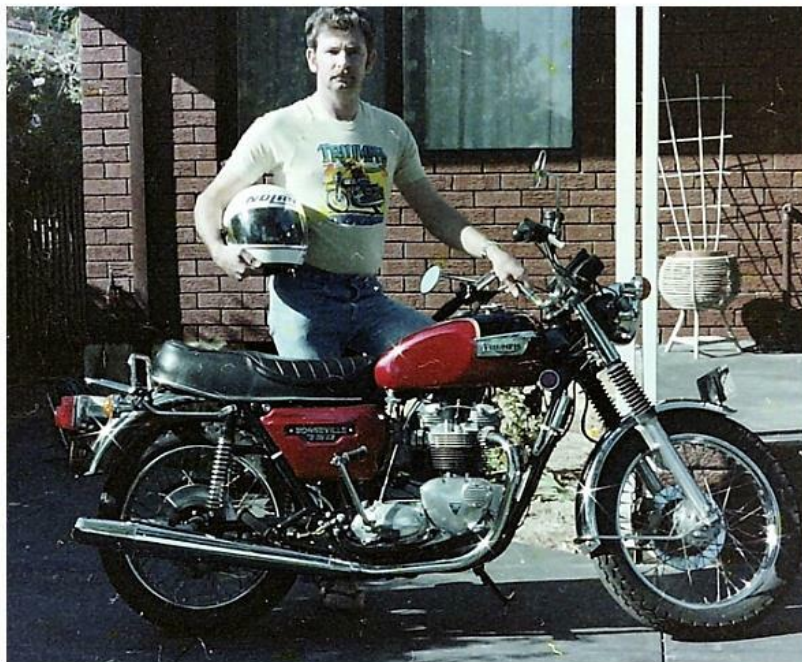
Back in 1967 after I got my bike licence I hotfooted it into Mortlock Bros in Hay Street, Perth to buy a Triumph Bonneville. I quickly ascertained I couldn't afford one and lowered my colours for a '66 Triumph 500cc Speed Twin. Back then like most young blokes I was 2 speed, either stationary or flat out but that little Triumph never let me down. However after 12 months the Bonneville urge came up again and I heard about a bloke who might have one for sale. It was near new and he wanted \$700 which was over my budget and any way it was a single carby model. At the time I think a new Bonneville was around \$1100. He also had a bright red and chrome '67 BSA Lightning. Yes he would sell it and for \$550. Without even starting it or taking it for a ride the deal was done. In a short time that BSA and I were to come to grief.

Coming home one night over the Guildford Bridge in those days you veered left and went around the Bassendean oval in a semi-circular road back onto Guildford road. As I leant the BSA over to negotiate the right hand curve a fellow travelling in the opposite direction in an AP5 Valiant suddenly turned right into a side street in front of me. The BSA became embedded in the rear seat area of the Valiant and I did the Superman trick over the roof of the car and landed on the grass verge. Back then helmets weren't compulsory and I never had one on. Amazingly I never had any head injuries I have been this way since birth!

This was the one and only time I had a ride in an Ambulance, back then a Dodge powered by the 225ci slant six engine. All I could hear whilst in the ambulance was the engine being revved through the gears and the dual siren saying "your next" "your next" whilst on its way to RPH.

With no serious injuries I only had a short stint in RPH and a few weeks at home before going back to my tools of trade. The BSA came home a few months later after being repaired, courtesy of the other fellow's insurance.

After a father and son talk I sold the BSA for \$500 and purchased a Falcon GT!!!!



I did eventually get my Triumph Bonneville as in mid '79 I walked into Alron Motorcycles in Newcastle Street and purchased a demo model for \$2565, even though the glory days were over and the model was on a downward slide it had the "Bonneville" badges on the side covers. I still have that bike to this day, still original and now on club rego. *Kim Nalder*

ELLIOTT MONTAGU'S 1927 TRIUMPH N MODEL RESTORATION – PART 1: *An oldie but a goldie....Elliott's great series of recollections on his Triumph restoration will be continue in the next issue*

In October 2008 I bought a frame, wheels, tank and some engine bits that were parts of one of six 1927 Triumph N models imported into WA. As you can see from the photos I had a lot of work ahead of me if I was going to make a roadworthy Club bike out of what I had. It's now completed and has partaken in the Roaring Twenties Rally. There are many Club members who steered me in the right direction for obtaining parts and general info on the machine. Some bits took over a year to find. Peter Cornelius, the Vintage M/C of United Kingdom's early Triumph expert was also very helpful. Peter who lives in NZ visited this club a few years ago and gave a talk on early Triumphs. Over the next months I will put some photos and words in the Chatter in the hope that it might encourage some of our newer members to give it a go. There are less ambitious projects around and plenty of info and help available.



OVER 100 YEARS OF MOTORCYCLES IN AUSTRALIA

1916 to 1935



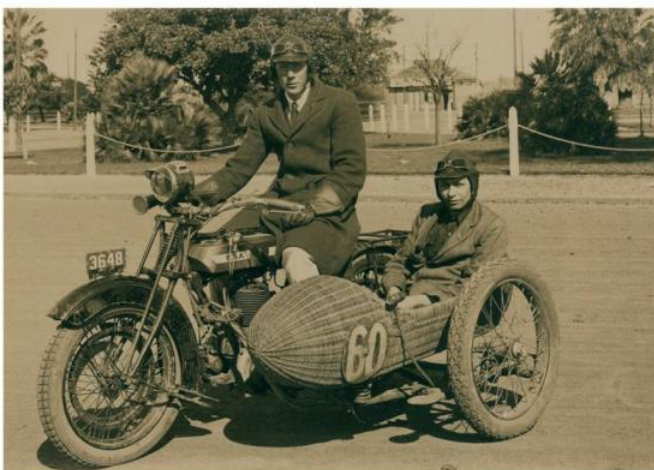
Harley Davidson Club members on the Northam Road



Below: The WA Harley Club Overlanders at Swan River foreshore prior to their Perth to Sydney & Return Trip in 1926



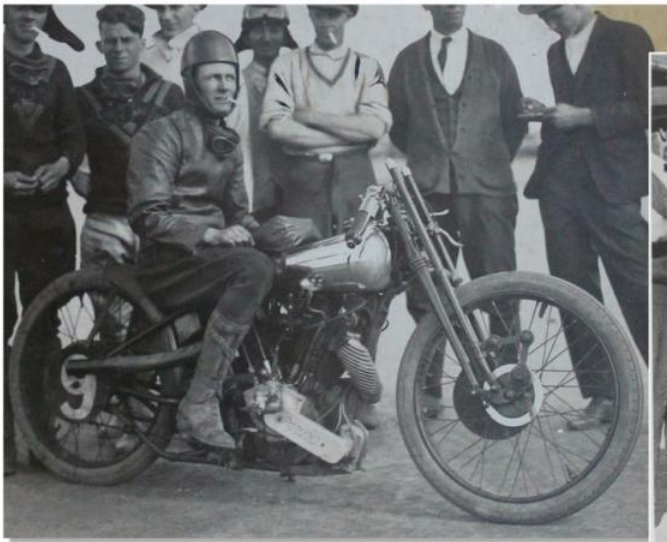
Below: Crystal Brook Rd, Lesmurdie Hill Climb 1926



Left: B.S. Mortlock winner in 1925 Reliability Trial - BSA 500

Right: Charlie Watson and Gil Ford, using an Indian combination, set the record time of 7 days 11 hours and 39 minutes for the Sydney to Perth Trip in 1926





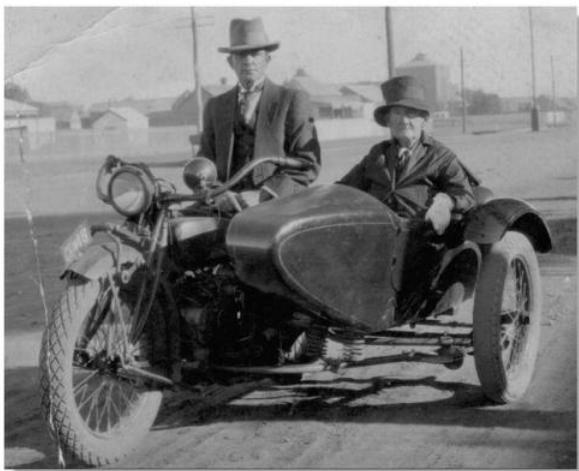
Left: Brough Superior at Lake Perkollilli 1930s



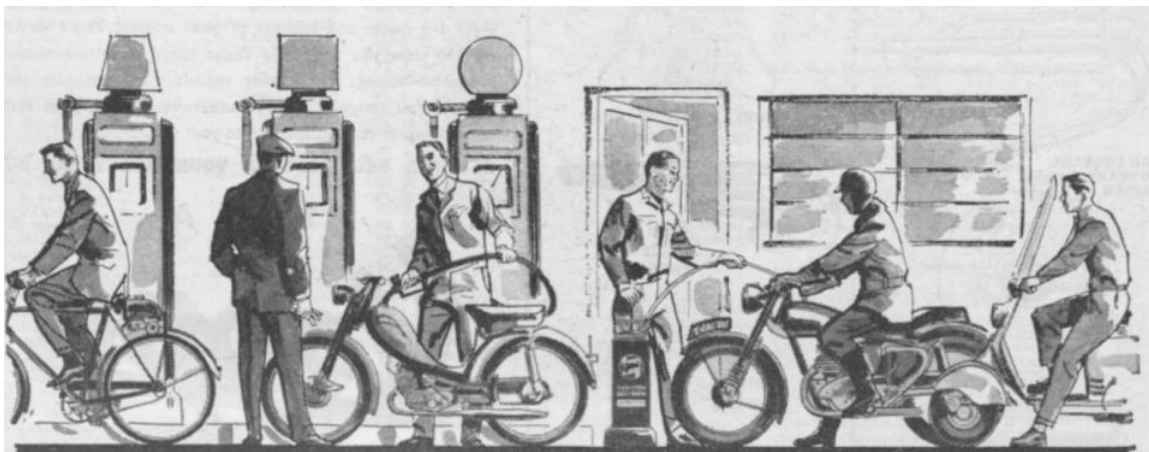
Above & below: Norm Cunningham and Ted Cracknell at the Causeway on their return after setting a record run from Perth to Sydney of 6 days, 2 hours and 26 minutes on a Harley sidecar outfit in 1927.



Above: AJS Motor Cycle Club at Bicton



Above: 986cc BSA V-Twins outside Mortlocks in Hay St Perth approx 1930



MOTORCYCLE CLASSIFIEDS

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item disposed of or requires a longer run. You must provide your name & contact number in order to get published*

here or online. You can post your own ad on the club website or email to benners@iinet.net.au

FOR SALE:



YAMAHA DIVERSION 900 x2: Green one is 1994, registered and in good running order. Could be Club Licensed due to its age and no modifications. Blue one is a 1998, unregistered and not running. Could be used for parts or a project bike - 90% complete. I would prefer to sell them together and asking for \$2,800.00 for the pair. Contact Tony 0433 611 033



1982 BMW R100RS: 29,340 kms, good condition, runs well, recently serviced and registered 1 year. \$6300 ONO Contact Terry Ryan 0438936497

Relisted

ARIELS FOR SALE: The Ernie Serls collection of rally proven Ariels are for sale. A number of good projects and a range of spare parts for the same age period will also be available.

For more info call Michael Rock #104 Ph: 0437 999 009 or Andrew Repton #223 Ph: 0409 371 001 Now is the perfect time to start panic buying old bikes. Motorcycles for Sale via Vintage Steel as follows:

1928 Ariel Model C/D 500cc OHV Single: \$25K Rigid Black, Hand Change, restored - Was running well and

ridden regularly until it became hard to start so the magneto was removed for repair (now missing).

1929 Ariel Model LF/LG 250cc OHV Twin Port: \$16K Rigid, Black, 10y.o. resto - Great little hand change sports model, very complete DeLuxe model, running a bit rich so it fouls plugs - we'll tinker with this one

1931 Ariel Model LB 250cc SV \$10K Rigid Black, hand change, Complete restored, good runner



1937 Ariel Model VH 500cc OHV Twin Port: \$25K Rigid Red/chrome, Very complete and original, good runner in regular use on full rego (now cancelled).



1948 Ariel Model VG 500cc OHV Twin Port: \$17K (1951) Plunger Black, great runner, ridden regularly on full rego (now cancelled)



1952 Ariel Model KH 500cc OHV Twin: \$14K Plunger Red, great runner, complete and regular rider on full rego (now cancelled).



1952 Ariel Model Mk1 1000cc SQ4: \$25K SV Plunger Plum, older resto need some cosmetic TLC, saddle seat, Ex WA Police

1954 Ariel Model Mk2 1000cc SQ4: \$25K Plunger Burgundy/chrome, Lovely restored Four pipe Square Four

1954 Ariel Model VH 500cc OHV Red Hunter: \$16K S/Arm Burgundy/chrome, lovely bike, excellent regular runner on full rego (now cancelled)



1954 Ariel Model KH 500cc OHV Twin: 14K S/Arm Burgundy/chrome, restored great runner on full rego (now cancelled)

1954 Ariel Model HT 500cc OHV All alloy: \$25K Rigid Red, great runner, restored Hunter Trials model

195? James Colonel 225cc 2 stroke Villiers \$5K S/Arm Burgundy/white restored great runner



1960 350CC R.E. BULLET, which has recently been fully restored, it is club registered and currently on a 404 restricted licence until February 2020. It runs well and starts on the first kick. I have the full list of parts fitted and engine work carried out during the restoration. Unfortunately, due to arthritis in my hands I don't feel confident to continue riding. Contact Stuart 0406214552 or stuartb.132@gmail.com

1924 AJS V TWIN very complete \$13,000 ono

1920 AJS V TWIN \$8,000 ono

1933 PANTHER 350 First of the Red Panthers Made Rare smaller bike. \$5000 ono

Contact Shaun Meaney 0417837759 email, oldrustybikes@gmail.com

Expiring

1950 ES2 NORTON/DUSTING SIDECAR OUTFIT. Expressions of interest required. Will negotiate on price. Ron Gordon 0428496248



HONDA SS125A (1967) This rare machine was restored in 2011 and has travelled 115 miles since rebuild. Club registered and on 404 licence until August 2020. \$4800 negotiable Ph. 0417182358 Bill



HONDA CB 175 (1972) Fully restored 2012. Fitted with CB200 fuel tank, sale includes original type tank which

requires repair and painting. Also new lockable fuel cap, tank badges and black mask for painting. Club registered on 404 licence until July 2020. \$5850 negotiable Ph. 0417182358 Bill



BMW R60/6 1975: 71500kms. Fitted with stainless steel pipes and mufflers and on full licence. In overall good condition \$6700 Mick King 94905828

WANTED:

Relisted

WANTED BSA B40 OIL PUMP PN 41-0801. This is the 2 bolt mounting unit and must be in good working condition. Paul Smith Tel 0407386877

Expiring

1982 HONDA CX 500 waterpump impeller – Tony Lock Ph. 0433611033

SERVICES:

SMALL ENGINEERING JOBS: undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

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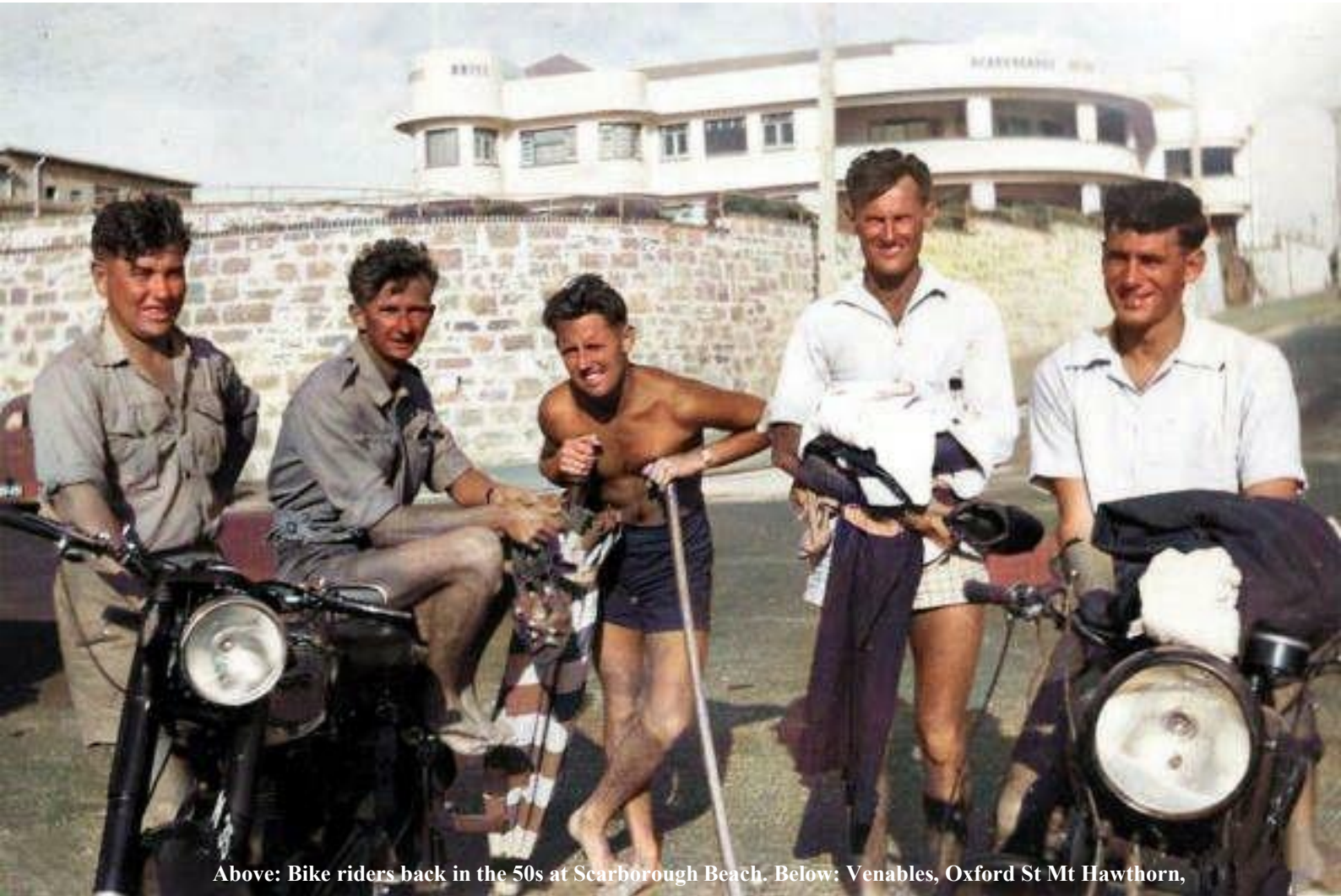
It's so sad where old famous bands keep on performing with only one or two original members! The last straw for me was Gerry and his Pacemaker!.

A Group of guys, all turning 40, discussed where they should meet for their birthday lunch. Finally, it was agreed that they would meet at their local pub because the drinks were cheap, the waitresses were pretty and they wore very short mini-skirts. Ten years later, at age 50, the friends once again discussed where they should meet for lunch. Again, it was agreed that they would meet at the local because the staff were attentive, the food was good and the ale selection was excellent. Ten years later, at age 60, the friends again discussed where they should meet for lunch. Again, it was agreed that they would meet at the pub because there was plenty of parking close by, they could dine in peace if they reserved one of the quieter rooms at the back and it was exceptional value for money. Ten years later, at age 70, the friends discussed where they should meet for lunch. Again, it was agreed that they would meet at the pub because the restaurant was wheelchair friendly, had a downstairs toilet for the disabled plus there was unlimited refills on the hot beverage selection. Ten years later, at age 80, the friends discussed where they should meet for lunch. Finally, after much deliberation, it was agreed that they would meet at their local pub because they'd never been there before.

A magician worked on a cruise ship. The audience was different each week, so the magician did the same tricks over and over again. There was only one problem: the captain's parrot saw the shows each week, and, began to understand how the magician did each trick. Once he understood, he'd be shouting out, "It's up his sleeve", "Look, it's not the same hat!", "Look, he's hiding the flowers under the table!", or, "Hey, why are all the cards the ace of spades?" The magician was furious but couldn't do anything. After all, it was the captain's parrot. Then, one stormy night in the Pacific, the ship sank. Luckily, the magician found himself on a piece of wood, with the parrot. They stared at each other with hatred, but, did not utter a word. This went on for 3 days. After the 4th day, the parrot looked at the magician and said... "OK, I give up. What did you do with the ship?"

Three old ladies were sitting side by side in their retirement home, reminiscing. The first lady recalled shopping at the green grocers and demonstrated with her hands, the length and thickness of a cucumber she could buy for one penny. The second old lady nodded, adding that onions used to be much bigger and cheaper also, and demonstrated the size of two big onions she could buy for one penny a piece. The third old lady remarked, "I can't hear a word you're saying, but I remember the guy you're talking about."

Half of us are going to come out of this quarantine as amazing cooks. The other half will come out with a drinking problem. I used to spin that toilet paper like I was on Wheel of Fortune. Now I turn it like I'm cracking a safe. I need to practice social-distancing from the refrigerator. Still haven't decided where to go for a holiday ----- The Living Room or The Bedroom. Home schooling is going well. 2 students suspended for fighting and 1 teacher fired for drinking on the job. My body has absorbed so much soap and disinfectant lately that when I pee it cleans the toilet. I'm so excited --- it's time to take out the garbage. What should I wear?



Above: Bike riders back in the 50s at Scarborough Beach. Below: Venables, Oxford St Mt Hawthorn,





Norton at East Fremantle



Wiluna Police Station, late 30s, Triumph and AJS Police motorcycles

Back Cover: Alan Auburn wins a trophy at the 2019 Albany Hillclimb for his 1927 350cc Harley Davidson Peashooter.







VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

~~JUN 2020~~

Paul's Immaculate Ariel



Stateside on a Harley

Plus: Noel's 27 Triumph - Kim's BSA Outfit - Powell & Hanmer Factory in 1926 - Elliott's Triumph Restoration - Ruth Wolfe's Artwork

CLUB CONTACTS - the people who keep the place running

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Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

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Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Colin Brazil – Warwick – 0437607067,

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Murray Barnard – Roleystone- 0434215665

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Spares Store: Keith Weller – 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Club Trailer: see Unit Caretaker

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary Pre-31: Art Woldan – 93303264, Treasurer: Brian Rodwell - 92561844 (fees payable to BSB 016499 Acc 481977532)

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604 steve.mag@icloud.com, Treasurer: Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc 0260192).

Facebook page: facebook.com/groups/vmccwapost70

ALBANY SECTION: Chair: Paul Armstrong – 0417051378 (patnpaul2016@gmail.com), Albany Section Secretary: Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe, W.A. 6057

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook & then message web admin).

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12th of each month. The impossible we do, miracles take longer.

BASIC PRINCIPLES: The Club exists for ALL THE In engaging with members, approved events will be advised in advance to all members. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Front cover: Paul Armstrong's Ariel Square Four

WHAT'S ON Or not as the case may be!



REGULAR APPROVED CLUB EVENTS: The VMCCWA Club response to the Coronavirus Pandemic has been to suspend all Club activity as follows:

We regret to advise that Monthly meetings, Section meetings, and weekly coffee meets continue to be suspended until further notice. All approved Club Events have also been cancelled for now. The Parts store and Library remain closed.

Fortunately WA has had a good response to the lockdown process and infection by Covid19 remains low. This is great news for club members. As a club we strongly recommend members continue to practice social-distancing to avoid infection and transmission of the virus.

You may still book impromptu runs online or by emailing the web master. Please ensure you comply with State restrictions on limited gatherings and social distancing if you do organise an impromptu event. The Club Facebook is available again for organising impromptu events (up to 20 people) as long as social distancing requirements are maintained. Please log your run however, if you are using a 404 machine..

Please check the club website at times to see if there are any updates on the situation – vmccwa.com/oilyrag

UP FRONT Matters of note



Lockdown: Well, lockdown is an interesting experience. Not being able to go on rides is a challenge. Normally I go for a clean out the pipes run up Brookton Highway at times, Can't even do that due to police roadblocks these days. Putting batteries on trickle charge is essential in these conditions. For someone as manually inept as me that can be quite a challenge! I am however quite enjoying the solitude in the hills.

Concessional licensing: 404 still a reality during lockdown. If you need a machine dated our ever-ready dating officers are still on the job. They can do appraisal at the same time if required. If you are unable to have a machine appraised just discuss the matter with the dating officers. Arrangements are flexible during this time.

Ballot for Bikes: Well, like most things, the ballot for donated bikes is on hold as they are not available for inspection at present. Meanwhile, the Club has put the machines on 404 concessional license to save the buyer from having to have the machines re-exminded as their licenses were due to expire. This cost will be rolled into their final price. When restrictions are finally lifted the ballot for the machiens will re-activated. Instructions in a future Chatter.

Refunds – Busselton 2 Day: Please note, members who paid a fee to enter the Busselton 2 Day 2020 event should contact the Treasurer for a refund, if they haven't already done so. Failure to do so could result in the fees being spent on drinks for the Committee!

Parts Store: The parts store remains closed for now. When WA moves to the next stage of lockdown we may be able to reopen. We will take the advice of Keith & Chas in making this decision. Any change will be initially advised via the Club Facebook page.

VALE & Farewell

Jacky Kirk: We are very sad to report Jacky Kirk, beloved wife of sixty-one years to Bruce Kirk, finally lost her long fight with cancer, on Mother's Day. Jacky rode pillion with Bruce on many a long trip in country Australia, on roads and bikes that made such travel an adventure every time. Jacky also socialised with the wives of other Club members, meeting on quite a regular basis. Our thoughts and condolences to her family. *Adrian White - Welfare Officer*

MATTERS OF IMPORT More or Less



NEW MEMBERS: Mario Cudini, our keen and most efficient Kalgoorlie based Membership Secretary has advised that two new members have joined the Club in the month of April. The names of the new members are: Gabriela Singer & Marc Pepperday.

COMMITTEE MATTERS: The Club Committee has introduced new protocols to enable decision making at a distance. These are for motions to be distributed to committee members by emails, a response is required within 48 hours and decisions will require a quorum to be reached and the majority response will taken as the final decision. Using this process the key decisions reached by the Committee in the month of April were:

- To settle outstanding accounts relating to the cancelled Old Iron Motorcycle Show and Swap Meet. A credit for the showgrounds has been obtained for when the show can next be held. Payment to Steve Bisley was made as per written contract.
- Agreement was reached to 404 license the donated machines which are up for ballot, as this is the most economical arrangement, pending sale.

CLUB REGALIA

VMCCWA REGALIA CURRENT PRICE LIST :- Regalia Officer - Andrew Hobday - 0411 358 428

We can walk and talk like a club, but let's look like a club, Andrew would like to hear from you when we get back together again. Please help Andrew out, he would love to move some of this gear after lockdown.

Hi- Viz Vest	\$20	Fleecy Top	\$50
Polo Shirt	\$25	Winter Jacket	\$80
Windcheater	\$35	Machine Badge	\$20
Cap	\$10	Stubbie Holders	\$5
Beanie	\$10	Cloth Badge	\$10
Floppy Hat	\$10	Fleecy Top	\$50
Sticker/Decal	\$2 or (3 for \$5)	Winter Jacket	\$80
Lapel Pin	\$10 or (2 for \$15)	Machine Badge	\$20
Cloth Badge	\$10	Stubbie Holders	\$5



VALE & Farewell

VALE: - GRAHAM KEARY: The following message was received from Patric O'Callaghan, Manager, Motor Museum of Western Australia - "It is with a heavy heart that I advise that our wonderful volunteer on a Friday, Graham Keary has passed away after a very long battle with cancer, Graham was 74 years old. Graham enjoyed his time volunteering at the museum and the friendships he made. Graham was an inspirational man as I came to know him. He faced this insidious disease with calm and courage over some 4 years. Graham, as some of you may know was passionate about motorcycles and was in the process of restoring a vintage motorcycle he has sourced from England. This project will now be completed by a family friend. RIP Graham".

Note: Graham was a relatively recent club member having joined the VMCCWA in 2018



MEMBER'S WELFARE

WELFARE REPORT: Welfare, otherwise, has been pleasingly quiet. This is especially fortunate in these very trying times, as many of our members are in the age group considered high risk should they contract Coronavirus. We are indeed fortunate to live in W.A., our isolation being the silver lining to the cost of travel cloud. I try to keep in touch with members who experience illness or bereavement. Recent phone calls to some, follow. Many relatively new members probably won't know them, but these are the some of the guys who put in great effort and countless volunteer hours building our Club.

#207 Ron & Trish Chave, tireless workers for the Club. Ron had his Honda and sidecar on the Ute, the whole lot was stolen. Ron required a triple bypass later, then was diagnosed with a hernia, now fixed. Trish too has had her share of illness. Both are now on the mend, but with neither being spring chickens, this takes time. Both are positive, but Ron concedes he may never ride again. *(Postscript: Ron got his sidecar back after I saw it on the web, the bike was never recovered. Ed.)*

#118 Bert & Pat Holmes, another sidecar pairing who put in a heap of effort, and supported rides together. Bert has ailing kidneys, and requires regular dialysis. Sitting through this procedure is not easy. Bert's not a sitting round type, but the cassette player given him by "Gov" Badby and wife Jackie, loaded with talking books, makes the procedure manageable. Bert recently turned ninety, and his dialysis crew at hospital gave him a cake with candles and lots of good cheer. Bert sounds to be managing really well.

#10 May Makin, widow of the late Barry Makin, founder member. May never liked motorbikes, but was our backup driver for as long as I can remember. Members' houses are truly scattered to the four winds, but with unfailing good grace, May delivered bike and rider home, often returning to her home very late. She's had a few serious health issues, but now declares "I'm OK!"

#170 Clive Glands. A long term active member who "can't run as fast or jump as high as I used to!" Has had serious health problems, age related. Has an interesting collection of bikes, including one of only thirteen Douglas TT replicas made. His fleet will be sold, and Clive plans to explore his art talent, which he nurtured with five years at art school. Sounds to be looking forward to this.

#965 Roger Bowen. Fastidious restorer and quality Clubman, sets the very well fed Tractor Museum run. Had his stomach removed to eliminate cancer, this was a success and he no longer has this horrible disease. Now learning to live minus stomach, he needs to put on some weight and regain strength. Roger is coping well, his positive attitude is serving him well, though he does get a bit frustrated.

#55 Jeff Sieber. Long term restorer and rider, has suffered bowel cancer, and still undergoing treatment. I haven't been able to talk to him, but I believe he's positive but struggling. Good guy, we wish him well.

#319 Kevin Kerr. Talented engineer, built from scratch Australian title winning grass track bikes, piloted by Ray Long. Kevin's love-of- his-life Barbara died last year, and Kevin fell into a bit of a hole, very depressed. The medical profession helped him through that; support from family and friends equally important and now Kevin is up and running. *Adrian White, Welfare Officer*

THE WRITE LINE

'Coronavirus' is a particular danger to older Australians which probably means most of us who persist in riding elderly motor cycles with their inherent danger of poor or nearly non-existent brakes, not to mention inadequate suspension and no indicators or stop lights. Nevertheless we still enjoy them, whilst we are able.

I am wondering if the younger generation have suffered the indignation or are even aware of the dreaded disease "Shellactitis" which can strike vintage machines without warning. I have twice succumbed to these ailment in the 1960s once on my Chater-Lea Road Patrol combination and again on my newly acquired cammy Velo, beautifully restored by 'Mr Velocette' himself (Ivan Rhodes). The windings on magnetos used to be insulated by using Shellac varnish. It deteriorates with age and can melt when the mag gets hot. One is blissfully unaware of the looming disaster when you park your bike after a long run, as I did with the Chater on the London-Brighton. When the time came to ride home (no back up in those days!) the engine appeared seized as the shellac had cooled and the mag was severely 'constipated'. I was able to free it off after stripping and then ride home but without stopping the engine.

Similar occurrence with the Velo. The remedy or Motto is – get your old mag rewound when doing a restoration even if it appears to be in good working order. Have any other members suffered the same fate? *David Main*

ALBANY MATTERS Voice of the Great Southern

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary.

Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com

PLEASE NOTE. All Albany section activities are suspended until further notice.

Due to the current health scare all official section events are cancelled until further notice. Including general meetings, coffee and club runs. If any members choose to go for an impromptu run they do so without the Section's sanction. The Section Secretary will no longer log impromptu rides for the duration of this health crisis. *If you absolutely must log an impromptu ride refer to the log on the Club website in the first place, or inform the web administrator at web@vmccwa.com.*

NOTE. All current WA Health Department instructions must be observed to protect our members and the general public. Any changes to the above will be published in the Chatter. *The Section Secretary, Roger Bittner.*



Another week of isolation from other section members, family, friends, missing the section rides, company and talking about motorcycles and not much else. Will try to keep updates on section members project's, while not all motorcycle's are classics there are still a lot under restoration and this is one. Still uncompleted but nearly there, Lloyds stunning restoration of a 1972 CZ 175 two stroke. This is without doubt better than new as the images show it is outstanding, and Lloyd is deserving of our respect - Paul Armstrong



The Artful Dodger



The artwork on this page is by Ruth Wolfe, Right Jasmine on the Matchie, Centre - Kylie riding with Glenda in the sidecar. Right - Manfred .



"I don't know or remember why I got sent to the Australian penal colony, stealing a sheep or something like that I imagine, but when I left the shores of merry England, I also left behind motorcycles. Kids and related stuff became the norm and it was only when I got my ticket of leave at the age of 65 that I desired a motorcycle again"

Jasmine Hoansen

My old licence was long lost so had to take a new one and believe me it was hard work having Arfer Rightous, sitting on the pillion during lessons in one of the coldest and wettest winters we had had for a long time, but eventual, I got my right to ride a two wheel beastie once again. This time it was a 250 Ninja, having left behind a 88 and 99 Norton and my old 1953 AJS jampot 500 single in England many years ago. Shortly afterwards, I found a vintage motorcycle club that was willing to put up with a Ninja occasionally. However, I yearned for the old days and was told there was a G11 up for sale. I had no idea what condition it was in, some bits were okay, others, mainly the important ones, were stuffed. I bought it and the photos are the result. It is far from perfect, but, it's a real 1956 bike that sounds and handles like it should. With the purchase price and spares (mostly from the Jampot Club) it has cost me about £4,500. I guess it is less than a trip down memory lane on a cruise ship where all you have left when it's over are a few snap shots. I still remember the old adds on the early ITV, "ESSO sign means happy motoring," well now it's a flying M for me. *Photos & text supplied by Jasmine Hoansen*



FEATURE ARTICLES

Murray Barnard

WINIFRED WELLS: Readers of the Chatter may remember the article on Winifred Wells and her solo ride to Sydney & back in 1950. Courageous, inspiring, pioneering – just some of the words used to describe the amazing Winifred Wells. We are taking another look at this extraordinary motorcyclist, to mark her passing. Winfred sadly passed away in February, aged 92.

Winnie, as she was known, was born in 1928 in Western Australia. From an early age, she had spirit. “When I was 11 years old, I stood in the kitchen and said ‘I want a motorbike’,” she once said, and as soon as she was old enough, she obtained her licence on a BSA 250, soon followed by a Triumph Tiger 350.

Then she became the proud owner of a 350cc Royal Enfield Bullet and announced she would ride from Perth to Sydney – and back again – a distance of 5,504 miles. This ride was detailed in the June 2017 Vintage Chatter (it is online for those who missed it at vmccwa.com/oilyrag). She had completed the journey in just 15 riding days, giving her an incredible average of 366 miles per day.

Her next challenge was to circumnavigate the entire Australian continent. This time, she would be accompanied by her Father, George, who rode her original Enfield Bullet, while she bought a brand new one. On September 23, 1952, the pair left Perth heading North. The pair’s biggest hurdle was the notorious Pardoos, a gruelling 100 mile stretch of deep, shifting sand on the way to Broome. They reached Sydney on November 7 and Adelaide on the 17th, where they received a heroes’ reception. They finally arrived back home in Perth on November 26. The great circumnavigation saw Winnie and George cover almost 10,000 miles, with a total of 65 days spent on the road.

Winnie went on to compete in speedway and took up flying – gaining a commercial pilot’s licence – and acted as navigator for one of the winners of an around-Australia air race. Winifred Wells passed away on February 1, 2020, a true adventurer and inspiration to women and all motorcyclists.

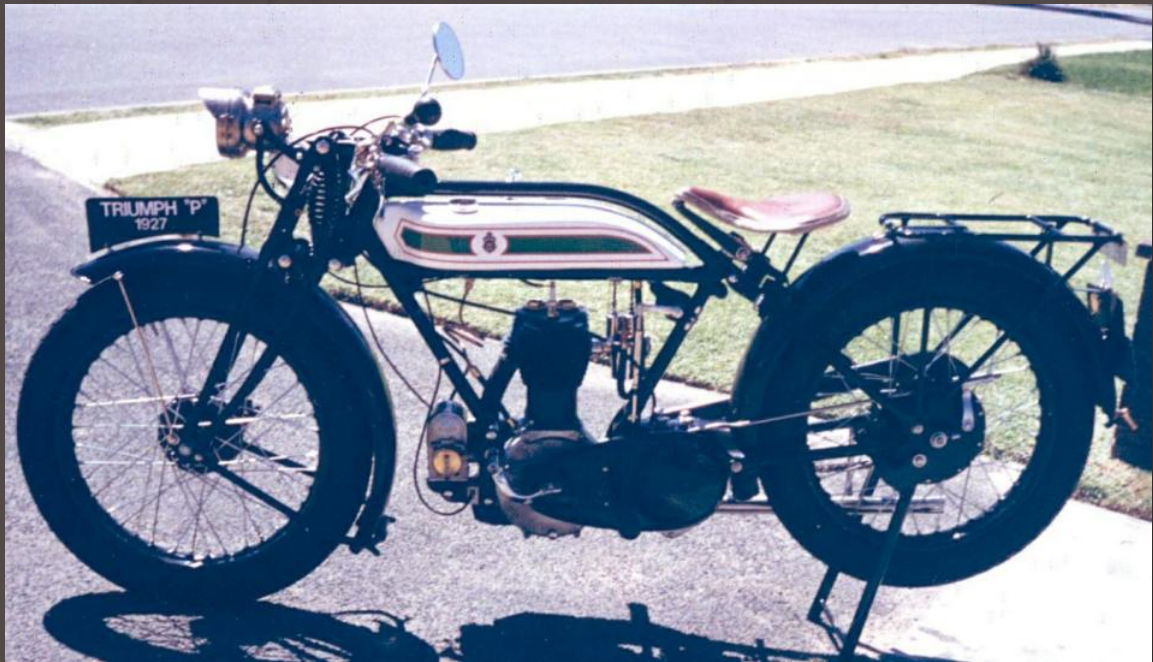


WELLSTEAD MUSEUM

The Currawong and Boobook cottages are heritage listed dwellings located on Peppermint Grove Farm, at Bremer Bay. The origins of these cottages hark back to the time when the property was first settled by John Wellstead in 1850. The cottages were originally built from local stone, lime mortar sourced and and pit sawn timber sourced on the property. The Currawong was built in 1864. Boobook was built in 1854. In addition, this property boasts the Wellstead Museum. The museum has over 60,000 items of memorabilia; but there are 30 motor cars and over 30 restored motorcycles on display, along with wagons and old firearms.



Noel's Triumph



1927 Triumph restorations seem to be the thing right now in the Chatter. Along with Elliott's restoration story we have a tale of a mysterious Triumph and it's subsequent restoration and sale by Noel Simmons

During the early 1990s I was working for the Technical Education Department as a storekeeper at Balga TAFE. I had an office in an arcade which also held the TAFE canteen and toilets. Consequently, there was plenty of traffic in those days past my large entrance doors. Just inside the door I had a large framed photo of the AJS 7R I once raced (worth noting this bike was originally raced by George Best). One afternoon an indigenous student popped in the door as I stood at my counter and said, "Heh! I've got one of those!" I replied, "I'll buy it if you want to sell it?" He took off saying, "Nah." About 2 weeks later on a Friday afternoon the same bloke comes in and says, "Eh? You gunna buy that bike?" Of course, I said, "Yes, where is it?" He said follow me. Off we went to the back of the canteen delivery road. Waiting me was a clapped out Holden ute, four of his mates and a motorcycle in bits in the tray. I had a look at the bits and saw a frame, engine with Triumph cast into the magneto cover, gearbox, front girders, petrol tank, 2 moth eaten wheels, mudguards and seat. In other words, a 1920's Triumph and mostly there. Oh yes, I forgot, also the unusual twin slide carburettor. So, I thought, well it looks pretty well re-buildable & I needed a project so I said, "How much.?" He said, "You tell me." I said, "\$100." He said, "Nah." I thought well I would do something with it, so I said "\$150." He said, "OK." I asked him to put it all on the nearby lawn while I went to get to get the money. Came back and asked them where they got it from? They said, an old house in East Fremantle. I had to believe them. I took the bits home and later rang a good friend of mine, Pete Smith, who at the time had a 1939 Tiger 100 and a plunger frame Gold Star and was a member of the VMCCWA. I asked him when he went to the next meeting would he ask if anyone had had a 1927 Triumph (in bits) stolen? When I next saw him, he said he had done so and nobody put their hand up. So, I started work on it immediately. I had the help of all the Technical College which was a big help. It took me about 18 months and I had joined the VMCCWA and I also got it registered at Wanneroo Police Station being given the last WN plate for a motorcycle to be issued. By the way, Colin Tie rebuilt the 3 speed P Type hand change gearbox for me. It rode very well. Also, I replaced the sand cast piston with a Toyota Landcruiser alloy one. I think I rode it in about 3 VMCCWA events before needing some money. I advertised it in the Quokka and a man and his wife came to buy it. They were in their 50s and said they had a pawnbroker's shop in Kelmscott and were going to put it on display. I sold it for \$6,000. I still have the engine and frame numbers. I also put a small brass map of Australia on the tail-light bracket with the engraved words – "Restored by Noel Simmons 1999." I would love to see this bike again.

Elliott's Triumph

To continue from last month, the frame and forks needed a little work but were generally OK. The wheel bearings were replaced, the brake drums skimmed, linings renewed, new axles made and the wheels respoked with stainless steel spokes. It was a physiological lift to see something that resembled a motor cycle standing in the shed. I needed a set of flywheels but in the meantime the cylinder was rebored and a piston obtained. Fortunately the engine came with the cams. Valves were manufactured from new car valves, guides were turned up and springs obtained from the UK, main and big end bearings were bought.

After about twelve months I sourced a set of fly wheels but on dismantling them I found they weren't much good. The lack of fly wheels was becoming a major problem but was fixed when a Club member who had heard I needed flywheels brought a set along to a Club meeting and kindly donated them to the cause.

I had two conrods both of which were checked for straightness and twist. The lathe bed does as a flat surface for this. The flywheels were assembled using the best conrod and the assembly trued using a dial guage. Engine retaining bolts were made and bolt heads and nuts were turned to replicate the original article. The engine was assembled and I then turned my attention to getting something to put inside the empty gear box that came with the bike bits. I was also short of a carb.





PAUL'S ARIEL SQUARE FOUR

Some images of my 1953 Ariel Square Four. Bought from Barry Deeth, Brisbane Queensland in 2009.

This bike is painted it the correct colour Wedgwood blue. Beautiful motor to look at, smooth to ride, quite powerful, very smooth, but not up to a Triumph Bonneville or 110 in performance. Suprisingly it is very susceptible to side winds but it is still nice to ride.

Initially I had a lot of problems with the rear brake locking up, it took a while to address the problem which was the rear brake cable was too short. When the rear suspension compressed (two inches of travel 50ml???) The rear cable pulled the brake on locking the wheel up, quite scary and did attract a few looks. All in all quite a nice bike.

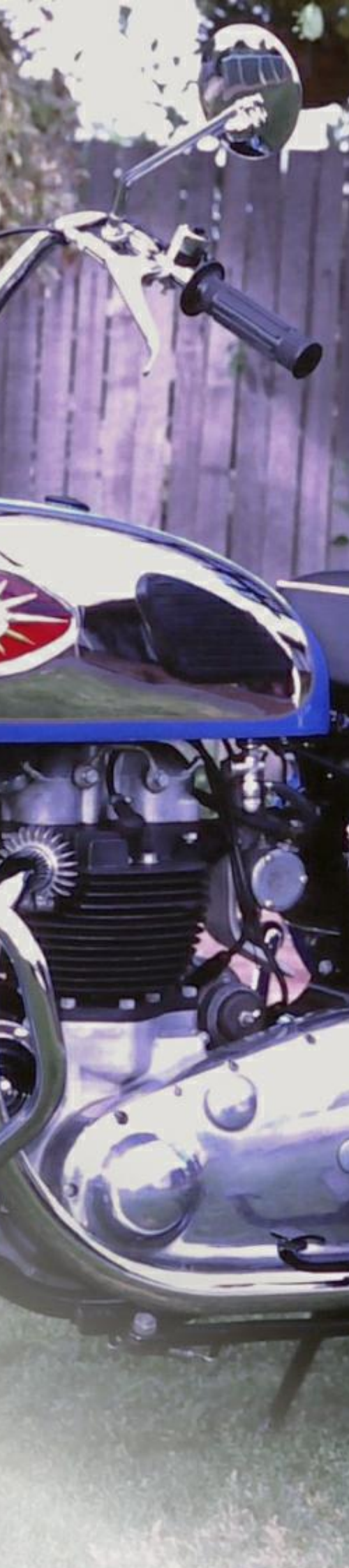
Regards Paul Armstrong





KIM'S BSA OUTFIT

My 1960 BSA Goldflash story started back in 1983. I purchased the bike from a Government Auction. The first owner was the WA Police and during its life as a traffic bike it was stolen (remember no key, fuel on kick start and you're away). When recovered it was used at the Driver Training Section until the mid 70's as it became obsolete as by then WA Police were riding Jap bikes. It didn't take much tinkering to fire it up and sounded quite good, however it underwent a complete restoration with some help from member Bill Young who after retiring from his BSA shop in North Perth worked from home. I got it club licensed in 1985. After some 20 years as a solo I found an original Dusting sidecar in Geraldton and restored and fitted it, doing all the work myself learning new skills that I never knew I had. Riding an outfit is a whole new world and until one gets a bit of experience is not for the faint hearted. For some obscure reason I have started on my second BSA outfit with a M21 side banger and another original Dusting sidecar. Some of us never seem to learn! Kim Nalder



USA, USA, V

My wife and I did a 3 month bike trip around the North East of USA and South East of Canada between 24/7/2016 and 5/10/2016. I purchased a HD Electra Glide, allotted one pannier each and top box for camera and communication gear. Covered some amazing country and met great people over 10,000 miles. Each day I sent an email back to home, with photographs attached summarising our day. This may not be for everyone but may help pass the time while we are not riding. I do not know everyone and not everyone knows me but you may get to see some of the USA in pictorial form as I continue.

George Loverock



With George





Now that I am a pensioner and BAB a retiree, I suppose we have to take the ups and downs and roll with the blows

As way of background, BAB (Val) and I went to the USA for a three month motor cycle expedition. A 2011 Electra Glide was waiting for us in Andover New Jersey which we picked up on Tuesday 26th July 2016. We headed North to terrorise the Canadians and then back down to USA to tackle the Blue Ridge Parkway and Kentucky Bourbon.

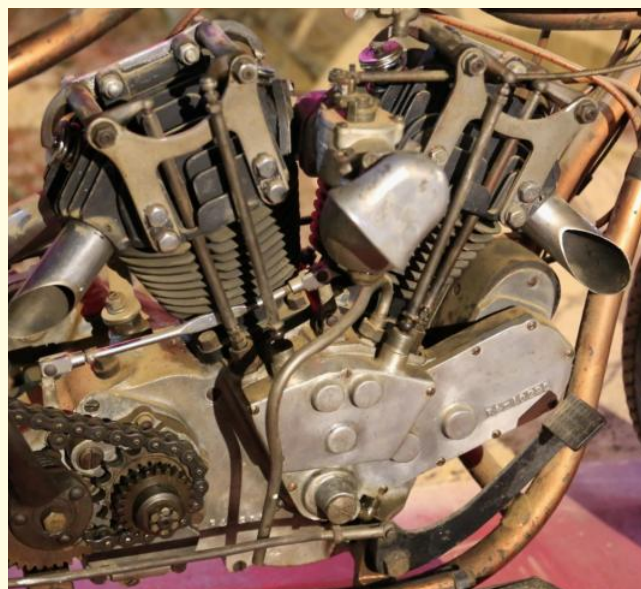
Our flight over wasn't an uneventful one especially for BAB. Flight to Hong Kong was relaxing as I ate smoked salmon and drank a couple of Bourbons. Training the pallet for Kentucky as you all would expect and understand. We arrived at Hong Kong and did the quick shuffle to catch the connecting flight. 1km quick march with BAB raising a sweat and becoming a little flustered.

Whilst waiting in line at departure gate number 3 and getting her breath back BAB commented, in between gasps, on all the female security officers present. We shuffled along the line and when BAB arrived at the check in desk she presented her boarding pass to the check in hostess. The hostess took one look at it and promptly turned and handed it to the security. The four female security staff then frog marched BAB off. I tried to follow and was meet by two blank palms from a couple of male security officers who told me stay where I was. 10 minutes later BAB return cursing under her breath and was fuming.

She had been comprehensively searched. Shoes off, Pants down, top up followed by pushing and prodding. Motor cycle helmet pulled apart and her carry on thoroughly checked. Apparently, according to BAB, Chinese are racist. How come I get stripped search, "Do I look like a terrorist". I kindly and sympathetically agreed with her that she doesn't fit the profile of a terrorist. How many Australian grannies have been involved in terrorist attacks? I did however point out to her that she is a granny and grannies have been known to be drug smugglers. Apparently that was not what she wanted to hear at this time and place. By the tone and volume of her voice, everyone who was at boarding gate 3, Hong Kong airport this afternoon knows that, "***I am not much help***".

The 15 hour flight to New York passed without incident or comment. When we arrived, yep you guessed it, only two of our three bags arrived. So now I only have one tee shirt, one pair of undies and no boxing Kangaroo flag to pre-warn motorists that we're from Australia. In passing I mentioned, to BAB, that the bag may have been held up in Hong Kong as security may have linked it to her and were searching it. I have to learn to keep my mouth shut. I don't know why, but for some reason I am not confident it will turn up. It contains all my Harley Davidson tee shirts from France, Belgium and Perth. Wait and see I suppose. Good holiday start.

The photos are some of the old engines on display in Wheels through Time, a privately owned, motorcycle museum in Maggie Valley North Carolina





OK, arrived in New York one bag short. Claim form filled in and advised that we would be informed as soon as any information as to where bag is comes to hand.

Nothing heard by 1000 next day so phone call made to answering machine and email sent. 1200 nothing heard. 1500 nothing heard. Contacted corporate bookings, Cathay Pacific office in New York. Advised they couldn't help.

Left hotel and walked to 500, 5th Avenue, Cathay Pacific Office and advised by security I couldn't enter to 12th floor as had to be customer. Told Guard I was a 60 year old Uncle from Australia, who had never seen his niece and was visiting to surprise her. Up to Twelfth floor and staged sit in until I received some information on whereabouts of my bag.

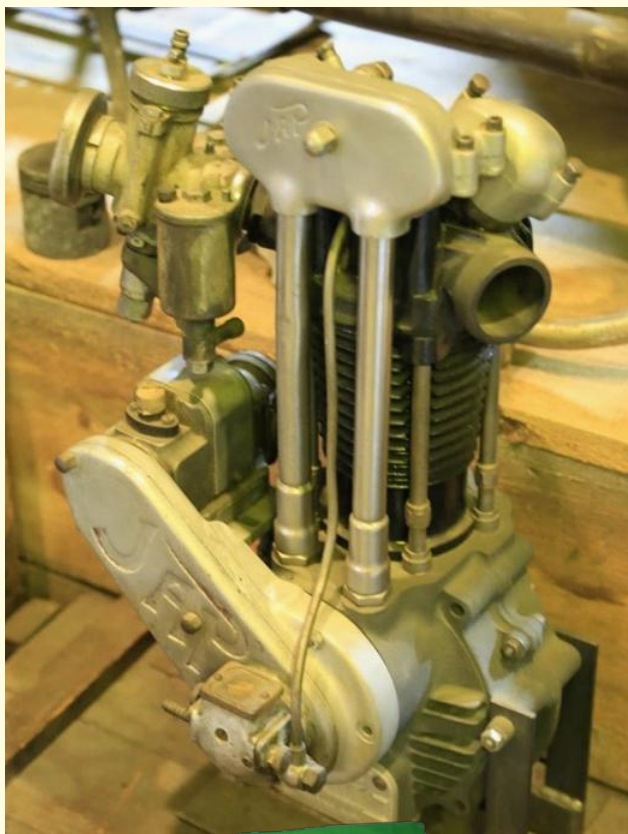
Internal Phone calls made and I received a call within two minutes, whilst sitting in the Corporate office advising bag was on way and would be at hotel in 30 minutes.

Back to hotel at 2100 hours no bag. Calls made to answering machine, some language not nice. 2115 email advised bag would be at hotel in 30 minutes, arrives at 2300.

Then today up at 6am with all possessions accounted for. Catch M80 to Andover to collect bike. Limited space on bus to store luggage so had to scatter bags to three locations. Halfway to Andover bus began to empty so reorganised bags and seating.

Still had BAB. Could loose a bag; but, not her; but, one bag short again. Talk to the bus driver and he advised that a passenger had reported an unaccompanied bag and he had off loaded it just before he left. Great.

After biting my tongue we worked through it and bag was later delivered unaccompanied on bus at 1430.



Arrived at Andover and started paperwork on bike all good until New Jersey Licensing found out that we didn't have a permanent address in New Jersey and so they wouldn't issue temporary license. Then there was suggestion that our insurance would only cover my bikes registered in Australia and that were shipped with me to America for me to ride in America. We submitted an online application for 20 day temporary license with a few stretched truths and we got a 20 day license printed. Then as we were about to leave some one advised that we go to Vermont and license the bike there as they don't care where you are from. Quick call to licensing Vermont and guess what off to a Vermont to license US bike to West Swan Address, beautiful. We're "On the Road Again"

Only thing that happened to lighten my day up was BAB came with me when I went to the spare parts to buy a disc lock for the bike. When I spoke, the bloke asked me where I was from and when I said Australia he said, "I met a girl from Australia". I thought to myself, "You poor bastard," as BAB was standing right behind me and that was all she needed. She was like a spitfire starting up, once she got going you could not stop her.

Two hours later she was still gas bagging. Poor fellow now knows everything from surf life saving to mining gold in Kalgoorlie. When I said goodbye to him five hours later he appeared terribly drained. Just before I go I thought my luck had changed as when I connected the intercom Val could hear me but I couldn't hear her. Music and no talking great. Yep 45 minutes later and don't ask me how she starts talking and I start hearing. She was even activating the system. Now she talks and I get everything even when she is not depressing the switches. I can't win

Photographs are from Pidgeon Forge Car show and bike build off Ashville. Well all stay safe and look after yourselves. To be Continued.....



1936 to 1955

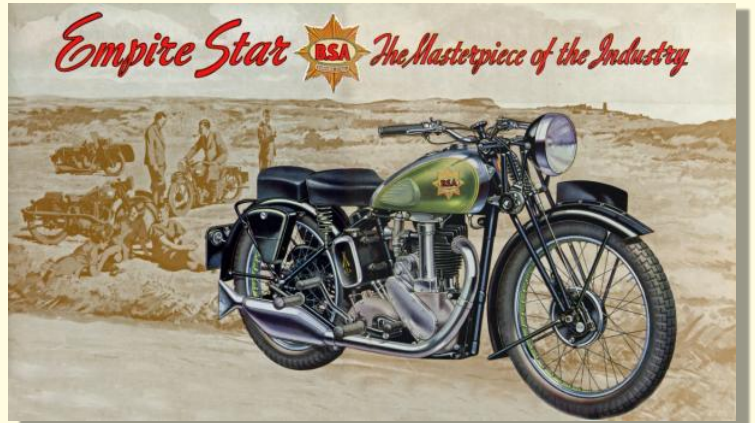
100 YEARS OF MOTORCYCLES IN
AUSTRALIA - Murray Barnard



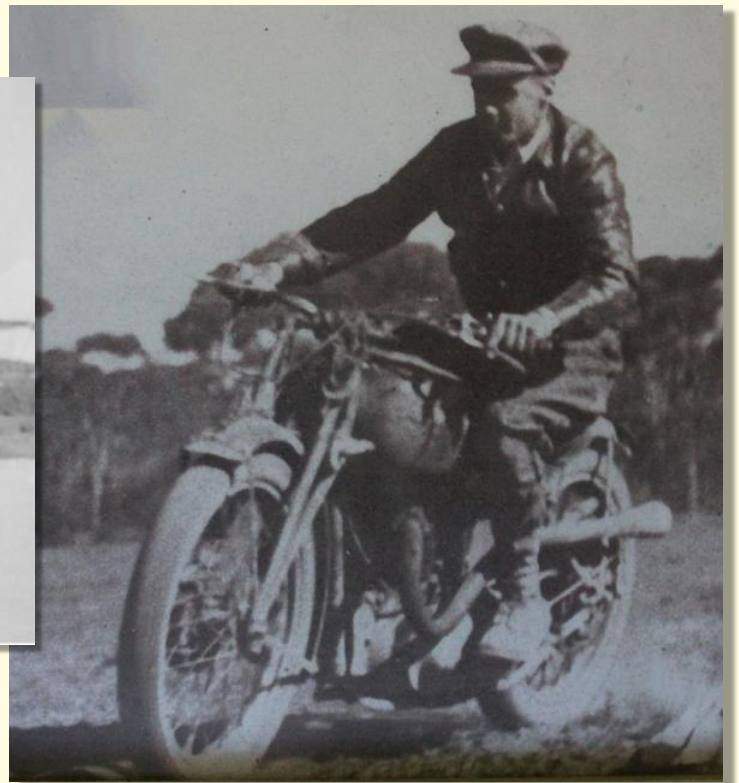
1936 opened with tragedy when Ellis Bankin a schoolteacher tried to become the first motorist to reach Uluru. Ellis died of dehydration mid January near Mt Conner after an epic ride through the desert via Alice Springs. His bike, a Triumph 5/3, a 350cc single, is preserved at Curtin Springs NT



Designed by Val Page the ubiquitous BSA M20 started development in 1937 as a heavy-framed sidecar model with a simple 500 cc single cylinder side valve engine. It had low compression and plenty of low-end torque. Designed as a general-purpose motorcycle for convoy escort and despatch use, the M20 saw action in almost every



The Empire Star range was produced between 1936 and 1939, when it was developed into the BSA Gold Star. BSA launched the range of Empire Star models in 1936 with an effective demonstration of their reliability - a 500 cc model was subjected to an endurance test of 500 miles at Brooklands, averaging speeds of over 70 miles per hour round the track.



Above: Ken Marshall on "Shafto" a 5T 500cc 1939 Triumph, it was stolen (new) in Perth, ridden to Kalgoorlie and dumped down a mine shaft. Marshall found it, bought it from the insurance company and resurrected it enough for duty as a scrambler. It was campaigned successfully for many years.

Right: Long term Club member, Ken Duperouzel on his 1951 350 BSA Gold Star road racer. In 1951 Ken rode his 1948 350 AJS across the Nullarbor.



Left: 1949 - Mal Gleadell on the AJS takes the win from Ron Easson on the International Norton - Yanchep Photo:



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Sunday, April 13

PRICE - - ONE SHILLING

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STILL THE POPULAR CHOICE
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BSA 350cc Model 631
SEE THE NEW 1947 MODEL AT
MORTLOCK BROS. LTD.
914 HAY STREET, PERTH



Left: In 1951 Miss Winifred Wells rode from Perth to Sydney and back on her Royal Enfield 350 Bullet"

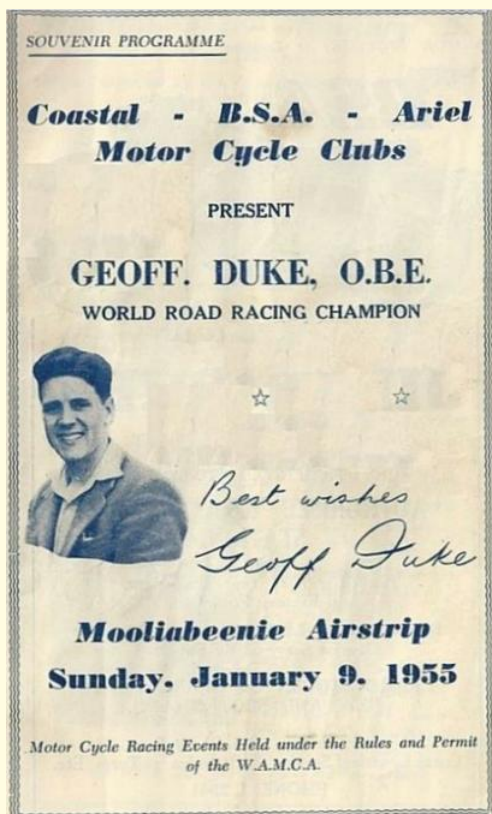


Above: Richard Argus Snr. on his 1951 BSA Golden Flash at Mt Carnage Station. Shaun Argus on the BSA B31



WA Police admire their new 1951 650 BSA Golden Flash patrol bikes at their base behind the Nth Perth Courts in Beaufort St.

Right: Peter Nicol 1954 on a 500 Matchless at the Ropeworks Scambles course Buckland Hill, Mosman Park



Right: Geoff Duke raced at Mooliabeenie, a wartime airstrip 60 kms from Perth. For a rider accustomed to the classic circuits of Europe the crumbling strip was somewhat sobering. Race day soared to 45 degrees, but it did not deter 15,000





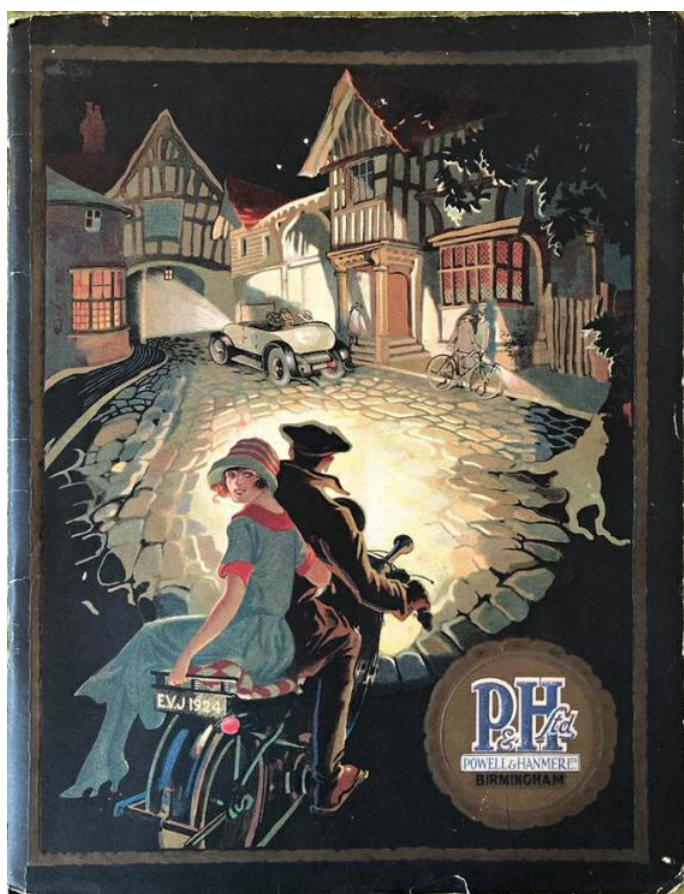
1920s AJS at the Victoria Hotel in North Perth - now Rosie O'Grady's in Northbridge, on the corner of James and Melbourne Streets. The bike is sitting in Russell Square. The rider is Dante di Marco. *Photo courtesy John Linton*

Right: In December 1912 the Victorian Motorcycle Club held their annual 25 mile race. The winner was Mr Edgar Webb . Here he is on a 3.5 hp Triumph. The race was a fiasco with the stewards not turning up, some of the field not actually entering at all but racing anyway and no-one quite sure where the starting point was. The weather was foul. Mr Webb sportingly refused the prize and the race was run again later. They seem to have had trouble organising anything - a year later the judges awarded the first three places in a 50 mile race to three tourists who were completely unaware that the race was being held. *Both items by Phil Smith*



Left: On the 1st October 1911, Jack Fair tried to ride from Sydney to Melbourne in less than 24 hours. He completed the ride in 49 hours on a 3.5 hp Speedwell. He tried again in August 1912 and this time managed 29 hours 43 minutes which set the record - beating a Mr Twomey who made 34 hours 44 minutes on the 21st November 1911. These records were amazing considering there were no made roads and all fuel, tyres and parts had to be carried or depots created before the ride. The main obstacle however were locked railway gates, river crossings and unreliable acetylene lights.

The series of photographs on the next two pages provides a window into the factory conditions at Powell & Hanmer and the laborious hand labour required to produce their products. The photos are of their Aston Workshops in Birmingham in 1926. The complete 1924 P&H catalogue is in the Club's online Technical Library.





POLISHING DEPT. Finishing Section No. 3.



REPAIR SECTION, Electrical Dept.



ANNEALING YARD.



ACETYLENE CYCLE LAMP WAREHOUSE, Section No. 2.



ELECTRO-PLATING SECTION No. 1.



SOLDERING DEPT. (Oil Cycle) Section No. 1.



SOLDERING DEPT. (Oil Cycle) Section No. 1.



ACETYLENE CYCLE LAMP WAREHOUSE, Viewing Section



POLISHING DEPT. Mopping Section No 1.



POWER PRESS SHOP No. 3, Acetylene Lamp Section.



MOTOR CAR & MOTOR CYCLE LAMPS, Fitting Section No. 1.



HAND PRESS SECTION No. 2, (Oil Lamps).

MEMBERS' CLASSIFIEDS

FOR SALE

1982 BMW R100RS: 29,340 kms, good condition, runs well, recently serviced and registered 1 year. \$6300 ONO Contact Terry Ryan 0438936497



ARIELS FOR SALE: The Ernie Serls collection of 12 Rally proven Ariels are for sale. There are 12 running bikes from 1928 thru to 1954. All are older restorations and have been rallied reliably. 8 are Singles, 2 Twins and 2 Square Fours. 4 were on full registration until this week, 11 are OHV, 3 are Pre-31.

A number of good projects and a range of spare parts for the same age period will also be available. For more info call Michael Rock #104 Ph: 0437 999 009 or Andrew Repton #223 Ph: 0409 371 001 Motorcycles for Sale via Vintage Steel as follows, unless sold:

1928 Ariel Model C/D 500cc OHV Single: \$25K Rigid Black, Hand Change, restored - Was running well and ridden regularly until it became hard to start so the magneto was removed for repair (now missing).

1929 Ariel Model LF/LG 250cc OHV Twin Port: \$16K Rigid, Black, 10y.o. resto - Great little hand change sports model, very complete DeLuxe model, running a bit rich so it fouls plugs - we'll tinker with this one

1931 Ariel Model LB 250cc SV \$10K Rigid Black, hand change, Complete restored, good runner



1937 Ariel Model VH 500cc OHV Twin Port: \$25K Rigid Red chrome, Very complete and original, good runner in regular use on full rego (now cancelled).

All ads (including services) will run for maximum of 3 issues. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or



1948 Ariel Model VG 500cc OHV Twin Port: \$17K (1951)

Plunger Black, great runner, ridden regularly on full rego (now cancelled)



1952 Ariel Model KH 500cc OHV Twin: \$14K Plunger Red, great runner, complete and regular rider on full rego (now cancelled).



1952 Ariel Model Mk1 1000cc SQ4: \$25K SV Plunger Plum, older resto need some cosmetic TLC, saddle seat, Ex WA Police

1954 Ariel Model Mk2 1000cc SQ4: \$25K Plunger Burgundy/chrome, Lovely restored Four pipe Square Four

1954 Ariel Model VH 500cc OHV Red Hunter: \$16K S/Arm
Burgundy/chrome, lovely bike, excellent regular runner on full rego (now cancelled)



1954 Ariel Model KH 500cc OHV Twin: 14K S/Arm
Burgundy/chrome, restored great runner on full rego (now cancelled)

1954 Ariel Model HT 500cc OHV All alloy: \$25K Rigid
Red, great runner, restored Hunter Trials model

195? James Colonel 225cc 2 stroke Villiers \$5K S/Arm
Burgundy/white restored great runner



1960 350CC R.E. BULLET, which has recently been fully restored, it is club registered. It runs well and starts on the first kick. I have the full list of parts fitted and engine work carried out during the restoration. Due to arthritis in my hands I don't feel confident to continue riding. Contact Stuart 0406214552 or stuartb.132@gmail.com

1924 AJS V TWIN very complete \$13,000 ono

1920 AJS V TWIN \$8,000 ono

1933 PANTHER 350 First of the Red Panthers Made. Rare smaller bike. \$5000 ono

Contact Shaun Meaney 0417837759 email, oldrustybikes@gmail.com

WANTED

WANTED BSA B40 OIL PUMP PN 41-0801. This is the 2 bolt mounting unit and must be in good working condition. Paul Smith Tel 0407386877

SERVICES

SMALL ENGINEERING JOBS: undertaken turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

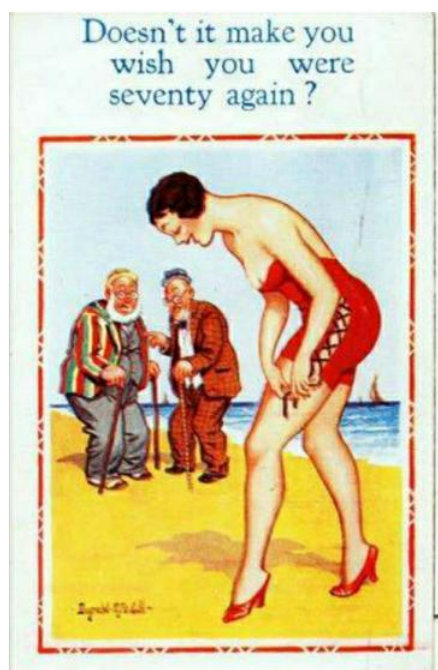
ASSORTED ENGINEERING SERVICES. Reboring and resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price, m/s 870, 9304 3807, mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are long time VMCCWA members and restorers who are now manufacturing mudguards in Donnybrook for export all over the world. www.vintagesteel.com.au Ph 0497 999 011



From my photo archives: Jack Cunningham and his immaculate Indian in 1990 - Murray Barnard

"TIS QUITE ENOUGH FOR NOW



When one door closes and another door opens, you are probably in prison.

Police: "Please step out of the car." Me: "I'm too drunk. You get in."

Age 60 might be the new 40, but 8:00pm is new midnight.

I finally got eight hours of sleep. It took me three days, but whatever.

I don't remember much from last night, but the fact that I needed sunglasses to open the fridge this morning tells me something.

Consider that moment when you walk into a spider web, suddenly turns you into a karate master.

Sometimes, someone unexpected comes into your life out of nowhere, makes your heart race, and changes you forever. We call those people police.

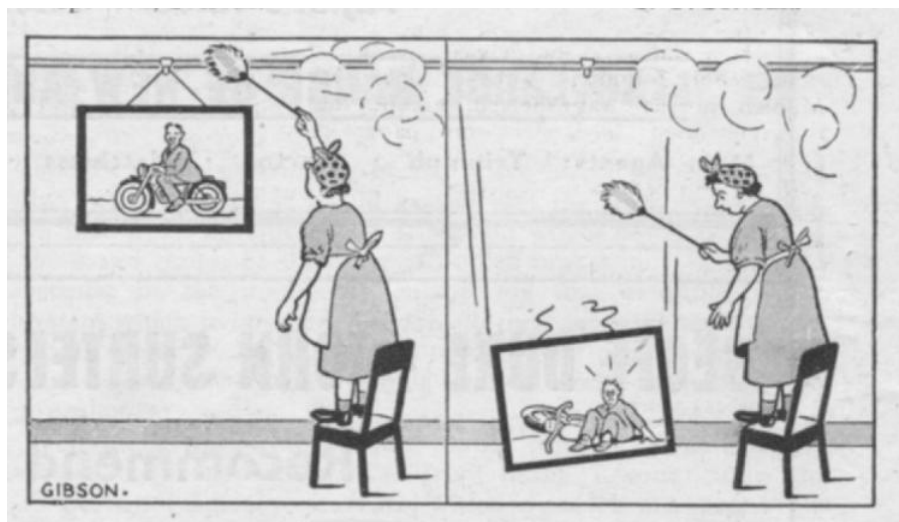
BREAKING TRAFFIC NEWS: A truck has just overturned on the Kwinana Freeway loaded with Vick's vapour rub. Police have said there will be no congestion for eight hours.

It is with great sadness that I have to mention the loss of a few local businesses due to the Coronavirus shutdown.....

A local bra shop has gone bust. A mining company has gone under. A manufacturer of food blenders, has gone into liquidation.

A dog kennel has had to call in the retrievers. An origami book company has folded. A key cutter has gone into lockdown.

An aerial installation company has called in the receivers. A watchmaker has called time. A freezer company has had its assets frozen. A shoe factory has been resold and given the boot. And finally the RAC are on their way to a breakdown.



EXERCISE FOR PEOPLE OVER 60

Begin by standing on a comfortable surface, where you have plenty of room at each side.

With a 5-lb potato bag in each hand, extend your arms straight out from your sides and hold them there as long as you can. Try to reach a full minute, and then relax.

Each day you'll find that you can hold this position for just a bit longer.

After a couple of weeks, move up to 10-lb potato bags. Then try 50-lb potato bags and eventually try to get to where you can lift a 100-lb potato bag in each hand and hold your arms straight for more than a full minute. (I'm at this level).

After you feel confident at that level, put a potato in each bag.

On Top Down Under!



Send for the latest Royal Enfield Motorcycle folder which gives full details of all Royal Enfield machines

Winifred Wells, 22 years old, 7 stone 13 lb. Australian girl, recently completed a 5,500 miles double Trans-Continental journey, in intense heat, alone, riding her Royal Enfield Spring Framed "350 Bullet".

A solo ride from Perth to Sydney and back, including those barren sandy waterless wastes of the Nullarbor Plains, might easily daunt the strongest rider, yet Miss Wells accomplished this journey in twenty-one days according to schedule. On 15 actual riding days she averaged 366 miles per day without any mechanical trouble.

We salute a great little motorcyclist.

This tremendous performance has created a furore throughout Australia, and we add our congratulations to those already showered on her "down under".

**Royal
Enfield**
By MILES the Best!

THE ENFIELD CYCLE CO. LTD., Head Office & Works, REDDITCH

LONDON SHOWROOMS AND SPARES DEPOT, 221 TOTTENHAM COURT ROAD, W.1



VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

~~JULY 2020~~



GEORGE TAKES ON AMERICA

Plus: North Beach TT - Médecins Sans Frontières -
20 years of Motorcycle Development 1956 : 1975 -
Elliott's Triumph Restoration - Pt3

TRIUMPH

CLUB CONTACTS - the people who keep the place running

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

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Deputy Chair: Barry O'Byrne: 0418936254

barryobyrne2007@yahoo.com.au

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secretary@vmccwa.com

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Events Coordinator: Stephen Hills – 0413678604

steve.mag@icloud.com,

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jme36698@bigpond.net.au, [Neil Freeman](#) -

vn_freeman@outlook.com

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Assistant Editor: Peter Bennett – 49 Moorings Loop, Sunset Bch, 6530, 0412280089, (benner@iinet.net.au)

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1st Time Examiner and Concessional Licences: Phil Skinner 94934272 (philskinner741@bigpond.com)

Dating Officer: Pre 1931: Michael Rock – 0437999009 (michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson – 0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103 les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,

Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Colin Brazil – Warwick – 0437607067,

Les Vogiatzakis – Dianella – 0488915103,

Murray Barnard – Roleystone- 0434215665

Hans van Leeuwen – Mount Nasura - 0419921693

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Membership Secretary: Mario Cudini – 0418212863 membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake – 0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563 sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Club Trailer: see Unit Caretaker

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons 94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary Pre-31: Art Woldan – 93303264, Treasurer: Brian Rodwell - 92561844 (fees payable to BSB 016499 Acc 481977532)

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604 steve.mag@icloud.com, Treasurer: Chris Davis – chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc 0260192).

Facebook page: facebook.com/groups/vmccwapost70

ALBANY SECTION: Chair: Paul Armstrong – 0417051378 (patnpaul2016@gmail.com), Albany Section Secretary: Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe, W.A. 6057

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook & then message web admin).

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12th of each month. The impossible we do, miracles take longer.

BASIC PRINCIPLES: The Club exists for ALL members. As such, approved events will be advised in advance to all members through the Chatter. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Front & back covers: Bean 2 Brook

WHAT'S ON - - or not as the case may be!



CLUB EVENTS: *There is light at the end of the tunnel.* With the loosening of the State Government Covid19 restrictions we have some good news.....

1. Section meetings will re-commence with Albany having been the 1st cab off the rank. Post70 will meet 22 June at the Maddington Unit and Pre31 on 24 June at Ardross.
2. Thursday Coffee meets are already back on the calendar at Pickering Brook.
3. Parts Store will reopen 17 June with some physical distancing limitations.
4. Approved Club runs will re-commence with a Club run on 12 July.

In all these cases hygiene and physical distancing requirements will still need to be met.

Monthly meetings are still on hold until access requirements can be discussed further with the Kalamunda Shire and the Veteran Car Club.

You may still book impromptu runs online or by emailing the web master. The Club Facebook is available for promoting an impromptu event. Please log your run however, if you are using a 404 machine.

Please check the club website at times to see if there are any updates on the situation – vmccwa.com/oilyrag

UP FRONT - Matters of Note

Lockdown Editions: Many thanks to the contributors in this issue and the last issue. There was a great response to the “call to arms” for articles and content during our enforced quiet season. I can’t use everything I have immediately; but, hopefully all will be published over time. Thanks again.

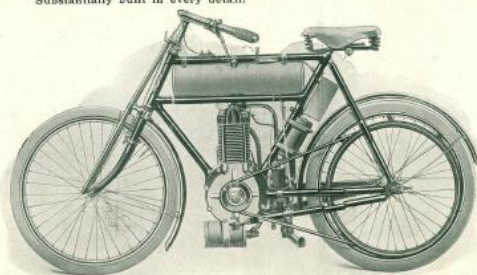


Technical Library: The lockdown period has enabled me to boost the Club Technical Library by over an additional 1000 items. There are numerous fascinating catalogues and manuals of machines from the 1900s through to the 90s. Some of the earlier material is rare and is composed of fabulous graphics and diagrams of vintage machines. You can view the full catalogue on the Club website at vmccwa.com/oilyrag. Big thanks also to Richard Argus who has donated a big swag on material for the technical library. Amongst the many items provided are the Pitmans 1950 Book of the BSA, Pitmans 1951 Book of the Norton, Pitmans 1965 Book of the AJS, Pitmans 1969 Book of the BSA & the 1961 Book of BSA Twins.



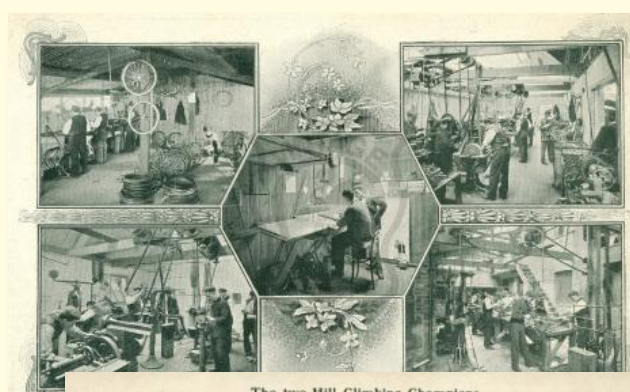
BAT Model No. 1. The World's Record Holder. £50.

Substantially built in every detail.



The BAT.

The finest specimen of the motor manufacturers' art.



The two Hill Climbing Champions.



For his list of famous successes (see later included in this issue), Mr. Edge has scored in Liverpool by being the first to mount Haverhill Hill. Since then this achievement other riders have enjoyed the climb but without success, one rider trying to go in 12 hours.



Mr. Randall on a BAT Motor Bicycle won the Cardiff Hill Climb in both classes, and carried the two gold medals. This success is more pronounced by the fact that Mr. Randall was practically a novice when he decisively beat the field of racing cranks, some of whom were dismounted on higher horse powered machines.

UP FRONT - Cont'd



NEW MEMBERS: Mario Cudini, our energetic Kalgoorlie based Membership Secretary has advised that John Werndly, Andrew Foot, John Norden, Clive Rawson, Kym Byron Gaunt & Jack De Borello have joined the Club in the month of May.

COMMITTEE MATTERS: The Club Committee met on 2 June 2010 by Zoom online and in person to reviewing the State lockdown and as already advised agreed to resume most Club activities by July with the exception of Monthly Club meetings. Once physical distancing requirements can be met at the clubrooms, meetings will resume.

Planning is underway to reactivate the Club run calendar and a number of events are being considered for the September - December period with the Beverley Run, the Gypsy Tour & Orabandon definitely being back on. Each of these events includes overnight stops so start planning now. See the Events Calendar

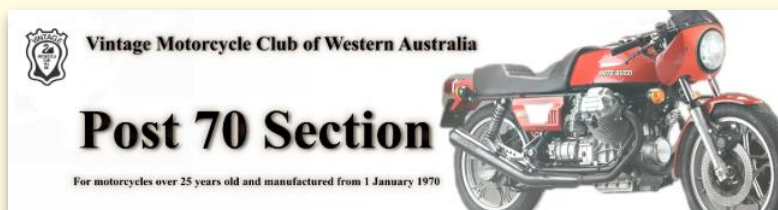
IS RIDING A MOTORCYCLE SPORT OR EXERCISE? We were never faced with this question, however, in other States and countries riding a motorcycle was severely restricted. I have heard from a friend in Tasmania how over-joyed he was to recently ride his bike without the threat of being pulled over and fined. Also in UK, riding a bike has been severely restricted which was frustrating as they go into Summer. In Germany my friend Martin reports that riding a bike was not permitted in some areas as no-one was allowed to leave home without a valid excuse. The argument was made by riders that riding a motorcycle was sport and exercise. A protest rally was held in Berlin to persuade the authorities to lift riding bans. Martin's Suzuki GT750 can be seen in the main photo below.



MOTORCYCLE PRODUCTION TEMPORARILY HALTED: The coronavirus pandemic temporarily halted motorcycle manufacturing in the USA and Europe with BMW Motorrad stopping their assembly lines for a few weeks. BMW Motorrad had halted manufacturing at its Spandau factory in Berlin and G 310 production was on hold after the TVR plant that makes them in India shut down for two weeks. The BMW company also closed its Munich HQ and two museums. Harley-Davidson joined the temporary closure to clean its factories after a worker tested positive at their Milwaukee engine plant. Ducati had an extended factory closure in March and Brembo and Yamaha also closed their European factories for a while. Moto Morini, KTM, Husqvarna and GasGas had already closed their factories in Italy and Austria. The Piaggio Group – owner of Aprilia, Moto Guzzi and Vespa – closed its factories for a “deep clean” but soon returned to production.

POST70 SECTION ANNUAL GENERAL MEETING - 20 JULY

2020: The Post 70 Section is holding its Annual General Meeting at the Maddington Unit in Malcolm Road at 7.30pm on 20 July 2020. Nominations are invited for all Section positions. Please contact Stephen Hills if interested.



EVENTS CALENDAR

The 2020 Club Calendar is being reviewed, however, the following events are definitely on:

COFFEE RUN - 10am Thursdays - - meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook

BBQ RUN – 12 July 2020 – Meet at the Maddington Unit. 8.00am for 8.30am departure. Ride through Hills taking in orchard country and Canning Dam behind Armadale. Back to the Unit for a late morning BBQ -Nic Montagu.

CHITTERING RUN – 2 Aug 2020 – Stephen Hills - 0413678604. Start Caltex S/Sth Toodyay Rd Stratton. Meet 9.00 am for a 9.30 start. Travel through Bullsbrook, Gidgegannup, Toodyay then the Chittering Valley to the Golden Grove Estate for Lunch. Make your own way home from here or travel in convoy with the back up via Gt Northern Hwy to the start point. Contact Steve Hills 0413678604

KEITH'S BBQ – 23 Aug 2020 - Keith Weller - Keith is hosting a social distancing event for VMCCWA members at his esteemed establishment starting at 10am. A BBQ will be held at a cost of \$5 per person. Have a tricky bike problem, bring it along and see what the brains trust can come up with. Come and display your bike, all eras of bike and rider welcome. Contact: Keith Weller – 92742476. Address: 122 Bushmead Rd, Hazelmere.

BEVERLEY RUN: (Pre 31) – 12/13 Sep 2020 - Good news, the Beverley re-enactment for Pre31 machines only run is on again. With the disappointing news of the cancellation of the pre-31 Roaring Twenties you can now get out your vintage or veteran for this run on Sunday September 13th and don't forget to book a hotel room (Beverley hotel 9646 1190 - Freemason tavern 9646 1347). If you intend to ride up on the day before the start time for the Saturday run will be 1.30pm and meet at the Karragullen service station on Brookton Hwy. The run commemorates the first motorcycle road race in WA. Enter on the day. Ken Vincent Ph 0439 294 366. (**Note:** There will also be an Open club run on the Sunday to Beverly. Details TBA).

GYPSY TOUR – 14/15 Nov – The *Gypsy Tour* is on again for 2019 and by popular demand is returning to Denmark. Depart for Denmark from Perth on the Friday, return on the Monday. Of course, you can come and go as you like as this is purely a social run. Come by car bike or shanks' pony, ride what you bring, all machines welcome. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. Accommodation for this year can be booked at Denmark, the base will be the **Big4 Denmark Ocean Beach Holiday Park**, but you can stay anywhere you like in the region of Denmark. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard 0434215665, ildottore@iinet.net.au

ORABANDON RIDE – 6/7 December - Kalgoorlie - Richard Argus & Mario Cudini - details TBA



THE WRITE LINE

Chris Davis has moved house and to celebrate he organised an impromptu run to the Bean 2 Brook at Pickering Brook on Saturday 23 May 2020. Lovely weather for a ride before the storm. *pics by Chris Davis*



Glorious weather for a ride on 5 June 2020, no rain in sight, clear air in the Hills and not too cold! Quite a turn out at Bean 2 Brook with car club types also making a beeline there as well now which does crowd out the tables unfortunately, however us motorcyclists are a tough lot and can cope with that. Some nice machines on display 850 Norton Commandos, Moto Guzzis, a newish Triumph Thruxton, a modern Norton, Keith's rare-ish Honda 650 and Shane's beautifully restored Honda VF1000F amongst the many bikes present.



ALBANY MATTERS - Voice of the Great Southern

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

NOTE Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

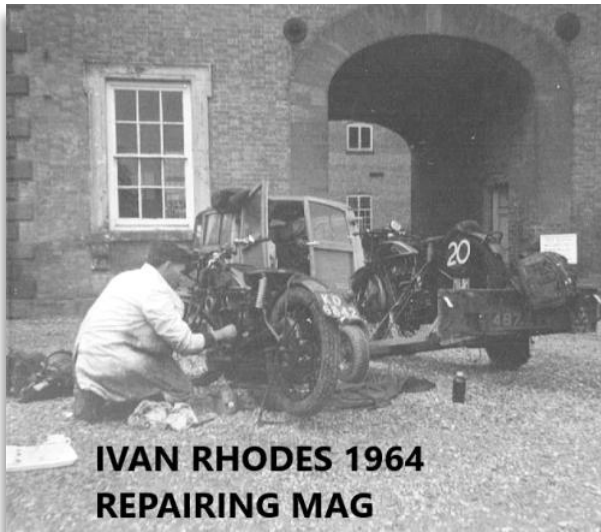
Paul's 1927 BSA - "Reasonably hard to ride with a lever throttle, heel rear brake, hand shift, inverted levers and very limited stopping power."

This is a 1927 BSA 550cc side valve that I have restored and finished last year 2019. It is now ninety three years old, full frame up restoration, fuel tank was made by Vaughn Leonie, as original was badly rusted, the tank is all paintwork except for the decals. We started by painting the tank gold, then using negative mask outs for the white and green and it has turned out exceptionally well.

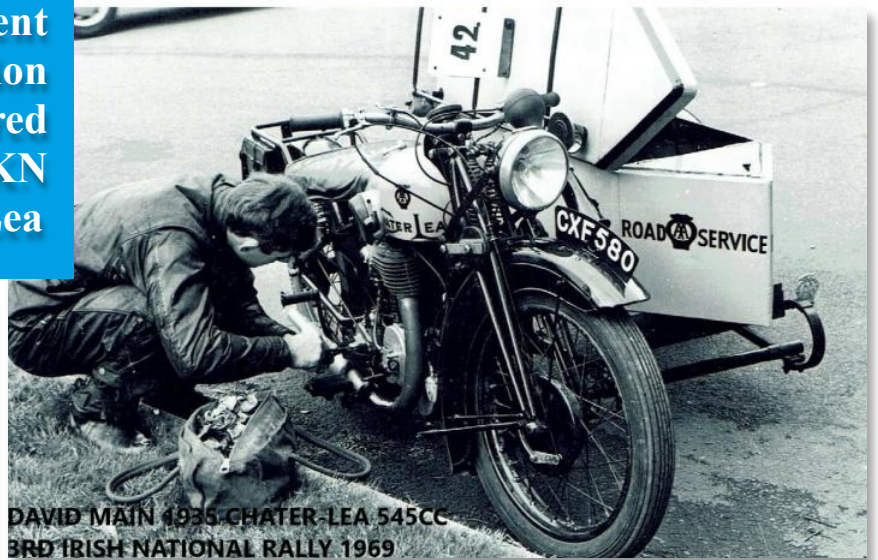
Peter Franklin turned up the fuel and oil caps, Star repairs, Fritze bored the barrel and sourced a piston and rings, found the carbide headlight and carbide canister at Bills bike bits Nurioopta? South Australia at the Veteran Rally 2017. Stainless steel rims and spokes, rims painted in the centres green and gold. Saddle bags are actually leather shoulder bags bought in Nesepar Turkey and adapted to fit. *Best regards Paul Armstrong*



Our Shellactitis correspondent from last issue, Albany Section member David Main, has shared some photos of his 1929 KN Velocette & an errant Chater-Lea



IVAN RHODES 1964
REPAIRING MAG



DAVID MAIN 1935 CHATER-LEA 545CC
BRD IRISH NATIONAL RALLY 1969



BOXING DAY FUN RUN 1965



ALBANY MATTERS - Cont'd

Albany Section Events Calendar

Date	Club Runs & Events	Trailer backup
June 9 th	Andy Duncan's run to airport and BBQ at Andy's place	Bernie
July 14 th	TBA	Lou
August 11 th	Robin Webb's Sidecar Run	Required
September 8 th	Kevin's Spring Rally	Required

ALBANY JUNE MEETING NOTES:

At the June GM Paul reminded members that the aim of the VMCC, among other objectives, is "To encourage the ownership, use and preservation of motorcycles and other similar 2 and 3 wheeled powered vehicles MORE THAN 25 YEARS OF AGE". People are welcome to join us with newer machines, but the section expects them, within a reasonable time, to obtain and club register a machine for participation in our CLUB RUNS.

IMPORTANT NOTICE: To encourage the participation of older and slower machines Roger Bittner moved the following motion, accepted by Chris Prescott 2nd by Manfred Feichtinger. That, *"The Club rides have a staggered start, as follows. Pre 1960 and under 250cc club registered machines at 10am. Pre 1980 machines at 10-05am. Rest of machines to start at 10-10am. Maximum length of a Club ride to be 120km (60km out, 60km back)."*

The motion was passed on a unanimous show of hands, and will now be common practice on all Club rides. Coffee runs are unaffected. A similar system used to be in place, so hopefully this will address the concerns of those who feel they can no longer take part in Club rides on their earlier machines. On another matter, we wish David Beeck a speedy recovery from his hip replacement, he now joins a select, but growing group of members.

The section AGM will take place on July 2nd, this is your chance to nominate for committee positions, or vote for your choice of committee members.

Albany gossip: this is Daffid and Vivien's new Royal Enfield 500cc sidecar outfit. Also Roger has bought a new Royal Enfield solo 500cc, but not be outdone I am told, Richard is thinking about buying, a new 650cc Royal Enfield with sidecar - Paul Armstrong



ANOTHER USE FOR MOTORCYCLES - *contributed by Eric Boon*

Some members will be aware of my work as a Logistician with Médecins Sans Frontières/Doctors Without Borders (MSF) and because I mention this, I must make it clear that any observations and opinions expressed in this note are my own. This little story isn't about vintage bikes but I wondered if Members might be interested to learn how bikes can form a vital part of health care delivery in challenging circumstances. In the areas where we work there are very few old bikes. There are plenty which look extremely ancient but on close inspection it becomes clear that appearance is created by neglect and hard usage. On the Subcontinent vintage bikes can be more common, as I'm sure that members are aware, but in the middle east and Africa they are few and far between. There



Left: Whenever I see one of this particular brand I am seized with a schoolboy urge to take a marker pen and alter the name badge. It would describe the exhaust note of the marque quite well. Really the only thing of interest about them, apart from the whimsical wording on the side covers, seats and guards etc is that the head and barrel are a single casting

Below: Much of South Sudan is blessed with what is known as black cotton soil. This rich soil is the source of a large part of South Sudan's food production but it has certain drawbacks when it comes to reaching isolated communities in the rainy season. As a matter of fact the soil can go from this to this after only thirty minutes of rain.



Because motor bikes are so nimble they are very useful for carrying out drive by attacks and so in some countries their use is strictly controlled. For example in Nigeria, while in the capital, Abuja, motorbike taxis are everywhere, in the north east region, Borno State, where the terrorist group Boko Haram is active, the government have confiscated all motor cycles. What happened to them is unknown. In Syria, at certain times motorcycles are banned from the streets and a traveller who moves to another town will be obliged to park his bike up at the perimeter checkpoint and use a taxi or tuk tuk to go into town. This results in massed bikes all parked up. I often wished I could take a photo of one of these huge aggregations but it isn't sensible to go waving a camera around at these checkpoints. But that's not the point of this scribbling though. What I wanted to tell you about is the use of bikes as a vehicle for the delivery of medical aid in extreme conditions. MSF uses motorbikes in a variety of situations but I will tell you about how in South Sudan they can be used to reach people who would otherwise be entirely isolated from medical assistance, particularly for the delivery of malaria prophylaxis and treatment.

The onset of the wet season means limiting the medical aid which can be delivered to people who are in desperate need. The rainy season also means an increase in diseases of the upper respiratory tract which kill so many people each year and standing water provides a perfect breeding ground for mozzies which fosters a consequent increase in malaria. At the time of writing, malaria has killed an estimated 303,000 people in the same time that Covid-19 has killed approximately 170,000 . That's almost double the number. That's not even considering diseases like cholera and measles which can tear through a population causing many deaths and ongoing health problems. It's easy to overlook these figures which occur year after year.



Above: After not too many days of rain, the roads begin to look like this and it's not long before they become entirely impassable to conventional four-wheel drive vehicles but people are still getting sick and so, innovation is required. We can try adapting existing vehicles such as the one *above right*. But eventually the conditions get so bad that mechanical failures due to extraordinary loads from turning forces will render even this innovative approach futile. Then we can go to the next level and adapt machinery designed for an entirely different environment.



The Haggglund is an Austrian vehicle designed for snow rescue and transport. It is capable, depending on the mix, of carrying eleven passengers plus the driver or a very good cargo payload which can mean the difference between having essential medical supplies or not. It can go almost anywhere but, because it is designed for snow conditions it has certain drawbacks for use in muddy conditions. One is that the mud acts like grinding paste and meticulous attention to cleaning track bearings after every journey is necessary. Also when travelling on hard ground, speed has to be limited to avoid overheating the running gear. Normally the gear would be cooled by the snow. Despite these problems there are many people alive today who would not be if that option had not been available for providing medical aid. BUT, in the end the terrain becomes entirely impassable to all heavy vehicles and that's where motor bikes come into their own.

Teams can be trained up to administer such drugs as malaria prophylaxis and treatment and a regular schedule implemented to visit outlying villages not only delivering health care but also collecting data about trends in various diseases to improve planning for the future. *Some entertaining moments were afforded while training up the team in the photo below. Even those who could already ride a motorcycle found coming to terms with the greater power of the DTs compared with the bikes they were used to a bit challenging and there were some hair raising wheelies until moderation in throttle control was learned. Some decent, reliable and well maintained bikes , some improvised insulated cool boxes and a team trained to administer simple health care and to identify and record health trends in a community can provide life saving benefits for rural and remote populations.*



I know that it is not necessary to convince our members of the many benefits of motorcycles but I thought that bringing attention to another one wouldn't go astray. If any member would be interested to learn more about the valuable work of MSF please feel free to contact me through the VMCCWA or on my mobile telephone on 0438 741 437. Lots of information about MSF is available at the website www.msf.org.au. The isolation which we are all experiencing at the moment reminded me of the of the rainy season in rural South Sudan but I trust that members are coping with it better than the individual in the photo to the left.



CLUB REGALIA -

VMCCWA REGALIA CURRENT PRICE LIST :- Regalia Officer - Andrew Hobday - 0411 358 428

We can walk and talk like a club, but let's look like a club, Andrew would like to hear from you when we get back together again. Please help Andrew out, he would love to move some of this gear after lockdown.

Hi- Viz Vest	\$20	Fleecy Top	\$50	Cloth Badge	\$10
Polo Shirt	\$25	Winter Jacket	\$80	Fleecy Top	\$50
Windcheater	\$35	Machine Badge	\$20	Winter Jacket	\$80
Cap	\$10	Stubbie Holders	\$5	Machine Badge	\$20
Beanie	\$10	Floppy Hat	\$10	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)	Sticker/Decal	\$2 or (3 for \$5)		



Elliott's 1927 Triumph N Model Restoration – Part 3

Surprisingly the carby wasn't difficult to obtain and it came from the UK in excellent condition with inner and outer cables and complete with a float and needle.



I also needed the part which attaches to the lugs we had welded to the gearbox. It has the rather grand name of a 'gearbox clutch control buttress.'

The gearbox casing I had was compatible with the earlier scissor type clutch but my machine was fitted with the pushrod type which requires lugs on the casing. I took some measurements off another bike. Made some lugs and had them welded in place. My attention then turned to getting something to put in the gearbox. After twelve months I still hadn't been able to source the innards for the gearbox. My luck changed at the Bunbury IHC Rally. One day's riding ended at Boyanup and while waiting at the finish line I got talking to an IHC member. After telling him about my search for gearbox bits he said he thought he had the right gearbox in his shed which was about 300 meters from the finish line. We went over to the shed where he rattled around in his collection of bits and pieces and produced a gear box full of gears. It was exactly what I needed. A price was negotiated and he brought it to Perth when he came up for the Swap Meet. The gears were in good condition. I fitted new bearings, turned up bushes and made leather seals.

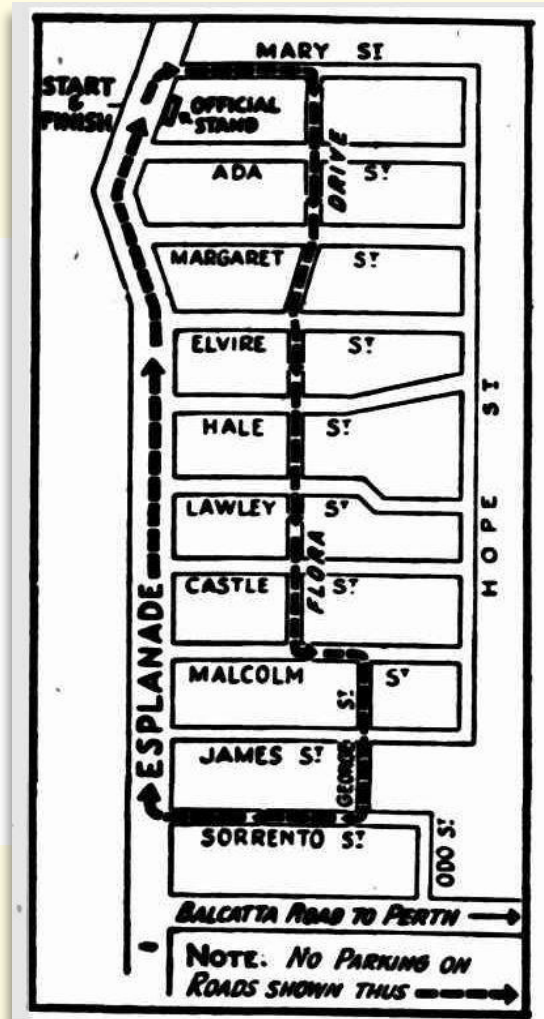
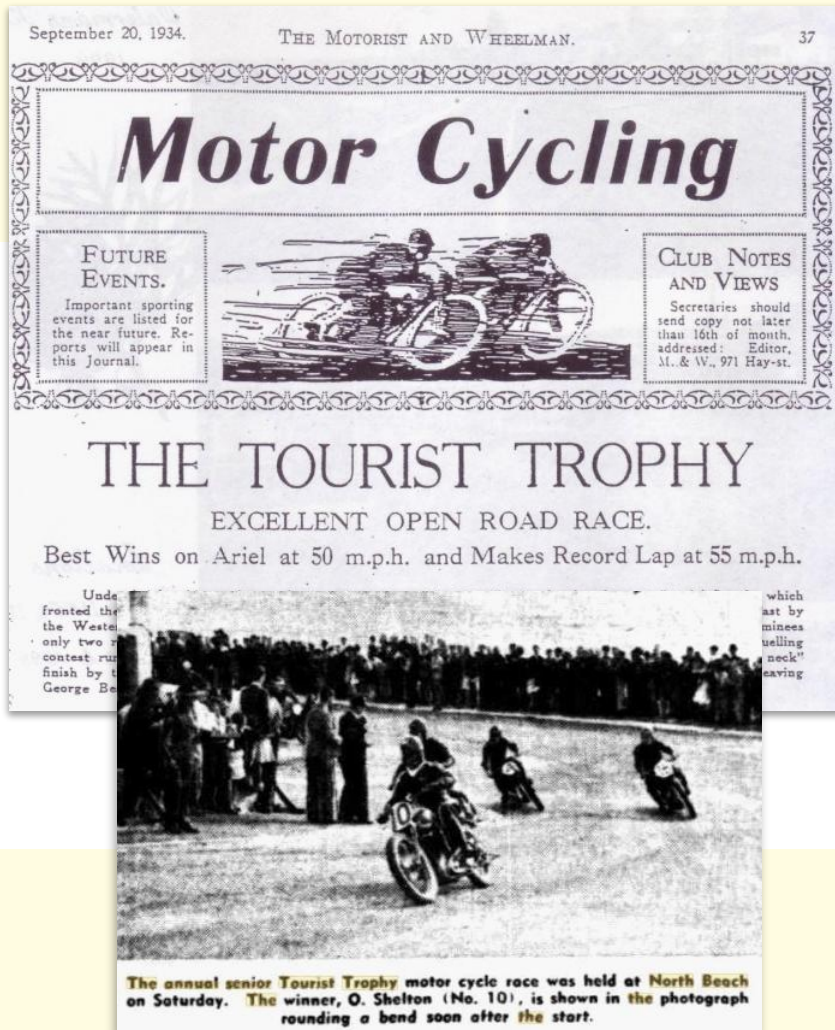


I also needed the part which attaches to the lugs we had welded to the gearbox. It has the rather grand name of a 'gearbox clutch control buttress'. (I still didn't have a clutch for it to control but more about that later). Eight months of trying to locate one of these buttress things proved fruitless. Once again a Club member came to the rescue and offered to cast one for me. I borrowed a buttress off a mate's bike and we used it for a pattern. Each side of the part to be made was pressed into special sand contained in two halves of a box. Before the two halves were joined small channels were gouged in the sand to allow the molten metal to reach all corners of the impression. The furnace was fired up, metal scraps and off cuts dropped into the crucible. When the metal was molten it was carefully poured into the mould and on the second attempt we had a gearbox clutch control buttress. In the Club parts store I found a control rod that was so close to the original that with some minor modification it did the job. I turned up a stainless steel pin to secure the control rod to the buttress and another problem had been solved. Solving the clutch problem didn't prove to be so easy. *Elliott Montagu - To be continued.*



NORTH BEACH TT - by Chris Holyday, *Between Beach and Bush*, 2020

Note: Chris Holyday and I have corresponded regularly during his production of this draft Chapter for his book on the North Beach area. I supplied Chris with material on the North Beach TT that I have previously published in the Chatter. The extract from *The Motorist & Wheelman* below refers to the event as WA's first TT, which we know is incorrect. At best I advised that it is probably the first "closed road" motorcycle race meeting in WA that I am aware of. If anyone has more information on this it would be gratefully received. Chris has generously shared his work with the Club. Murray Barnard



Who would know today that an Isle-of-Man type Tourist Trophy (TT) motor cycle race was held for many years around the local streets of North Beach and Watermans Bay? This event, first run by the Ariel Motor Cycle Club and Western Australian Motorcycling Association in 1934, became a very popular annual event at North Beach/Watermans Bay right up to 1940 when war time restrictions brought this organised racing to an end. The race attracted large crowds and exciting speeds of around 100 miles per hour (160 kmh) could be seen along the straight stretches of The Esplanade (West Coast Drive) and Flora Terrace. A Perth Ariel motor cycle dealership sponsored the trophies – for the “Ariel Tourist Trophy (TT).” Western Australian motoring and motor cycling enthusiasts previously had few chances to see such stirring speeds at events which were features of the English motoring year. In organising the venture, the Western Australian Motorcycling Association had in mind the provision of a type of sport which was immensely popular in England and which was gaining increased popularity in Australia. The holding of a similar type of event at North Beach realised the association’s desire to have TT races on an annual basis locally. Permission for the use of the roads had to be given by the Perth Road Board each year and of course, speed limits were waived! The newly asphalted Esplanade had just been completed through to Watermans Bay, providing an ideal surface for the course in 1934. Racing was run over 20 to 30 laps from Sorrento Street up to either Mary Street or Elsie Street. The rules governing the racing were very specific, including the need for “two efficient brakes!”

1934 TT: The rules for the first race held on 22nd September 1934 were published in the *West Australian*: “Competitors will be lined across the starting point in grids of 10 feet by six feet. Grids will be numbered. Each machine and rider must be in the grid allotted 15 minutes before the start (timed for 3 p.m.). A bell will ring at 2.45 p.m., and another at 2.55 p.m. Any competitor not in his grid and ready to start by the second bell will be disqualified. The events will be timed by electric clock and the course will be over the same ocean road circuit as for last year’s event. The starting and finishing point will be at the Esplanade at Watermans Bay. The course will be closed to vehicular traffic at 2.30 p.m. Each competitor must carry an identification number across the front of the machine. Leather jacket and leather or corduroy breeches must be worn. Riders will start on the firing of a gun and a checkered flag will mark the finish of the race. Each machine must have two efficient brakes and both tyres must show the pattern of the tread in the centre.

Only two other such events are held in Australia – the Australian TT and the Victorian TT, both run over a somewhat longer course at Phillip Island, Victoria. Motor cycling organisations in other States have had the same difficulty as the West Australian Association in obtaining closed roads. The course chosen, although small, has several tricky corners, and will be a fine test of riding skill. A clear run for a mile along the new Esplanade should provide some outstanding speeds as well, and the more powerful machines should exceed 80 m.p.h.” The annual event was normally held in the early spring months and regularly attracted crowds over 1,000 or more lining the 2.2 mile circuit. George Best, in winning that first historic event in 1934 on a 3.5 horsepower Ariel, recorded the time of 52 minutes 26 seconds. Only seven of the sixteen riders who started were able to finish that first race. The race report said that it was “a test of both riding skill and machine stamina.” Handling a fast machine on the difficult course of 2.2 miles was undoubtedly an exacting test of physical fitness. The winding course took the competitors over sharp rises, over flat, fast stretches and around many corners. Press reports conveyed the excitement of that first race, see photo below: “The air in the vicinity of the course reverberated to the bellow of motors on full throttle as riders snatched at the opportunity for brief practice. The piquant odour of racing fuel mingled with the seaside ozone and exhaust notes of all kind combined in a discordant song of speed that was music to the ears of motor cyclists.... the race was on!” George Best ran a superb race, after an initial collision on the first corner, and was actually in last position at the end of the first lap. K. Wilkinson, riding a 1300cc Harley-Davidson took the lead, followed by A. Berryman on an Ariel 500 and then H. Teske on a Sunbeam 500. Teske lost control on a slight bend on The Esplanade and retired on lap ten. Best was racing like a madman, and by the fourteenth lap was in second place, on the tail of Wilkinson, with Berryman in third place. Wilkinson and Best duelled at the front with only one lap to go. Wilkinson, approaching the start/finish before Mary Street, gunned his bike at the line, having mistaken the “last lap flag.” Best, just behind him, laid over for the corner up Mary Street with tyres screeching, while Wilkinson sailed straight ahead on The Esplanade – missing the corner completely. Realising his mistake, Wilkinson turned around and furiously set off again, but he had let Berryman through too, and eventually Best re-appeared over the final headland and down to the official stand for the last time – and in a mighty crescendo of sound he dived across the finishing line arriving fifty eight seconds ahead of Berryman, and three and a half minutes ahead of the unlucky Wilkinson.

1935 TT: The second race in 1935 was also well attended: “Over 1,000 people went to North Beach to witness the biggest motor cycling event of the year and The Esplanade was lined with spectators all the way between Sorrento Street and Elsie Street. At the starting point, between Ada and Mary streets, large numbers of spectators gathered, and it was from this outlook that most of the thrills of the afternoon were viewed. From an acceptance of 27 motor cycles, 24 machines started, but many dropped out as the race progressed. Ten riders were in the official finish, the others being flagged off the course.” Len Stewart won that year on an Excelsior, leading out early and was never headed. K. and L. Wilkinson came in second and third on Harley-Davidson machines.

1940 TT: The last recorded event was held on 26th October, 1940 with proceeds donated to the Patriotic Funds War Appeal. A rider fell just after the start of the 1940 race, badly injuring his hand, and had to retire. O. Shelton, seen riding number 10, entering Elsie Street (photo above) just after the start, rode a 500cc Ariel to victory “after giving a daring display of riding.” J. Scott was second on an Excelsior and R. Godfrey third, riding another Ariel. This was the last TT race held, the war restrictions ending what was a very colourful and exciting period of motor cycle racing at North Beach/Watermans Bay.

These scenes were unique, and are now consigned to history, as safety regulations today mean that we will never witness the likes of another round-the-houses motor cycle race along our coastal suburban streets.



Scenes from the North Beach TT

George Best – winner of the first Ariel TT held on 22nd September 1934 on an Ariel Red Hunter



USA, USA, WI

This tale continues with George being pulled over for riding an unlicensed bike and then seeking to persuade the State of Vermont they should license his Harley before travelling North to Canada and Nova Scotia. I'll handover to George to tell his story. *As told by George Loverock.*

With George

SALES
MOTORCYCLES
SERVICE



Great ride today along State Highway number 4 as we entered into Vermont. 40 miles of air strip class road, not a breath of wind, cruising at 70 miles an hour with BAB in back jiving to the proclaimers, "I will walk 500 hundred Miles" and then to the Rollings Stones , "Beast of Burden", how apt.

Only trouble was the BAB's big jelly roll on the back forced me to pay extra attention to keep the beast on the road. Managed though.

I have to thank Gary Fraser, Alias fracas, ex work colleague of mine and now ex friend for lending me his GPS. Great GPS set it to go some where and it takes you where it wants to go. Going into Albany, New York State it took us through the ghetto's. And what is in the ghettos, bloody traffic Nazis. Yep on go the red and blue flashes and I pull over. Get off the bike with BAB and she said, "why did he stop us". Without thinking I just said, "probably checking on the drug carrying granny". Again wrong move. Anyway Trooper Jim, sir name withheld, went through the usual and claimed I was riding an unregistered bike as I was not displaying number plates. Explained the circumstances and all was good until BAB said, "How come you knew he didn't have a license. "New Guinea pay back I say" for the granny comment. Jim then went hay wire, and yes Lili, the Frog Daughter in Law, Jim reckoned I need a AAA permit (International Licence)to drive in America, as she tried to explain to me before I left. Using my Police Verbal Judo, I politely told him I didn't. That didn't real help.

"Do you have a license sir?" "Yes, A Western Australia License that permits me to ride a motorcycle". "Can I see it"

I then opened my wallet and thanks to my good friend David Trimble who convinced me to get a retired Police Officers ID Badge, which my MDL was behind. Jim, "what's that". I said, "What's what." Jim, "that there sir." pointing to my retired officers ID. "Oh that's my police ID" Jim, "Sir that makes a difference on how we deal with this". Do you have any Police Badges to swap" "Unfortunately no".

Sir you will have to wait here I will have to contact my Sergeant. 20 Minutes later the Sergeant rolls up and Jim hands me 4 Albany NY Police Badges, just recent pulled from shirts as the stitching was still attached. I hand over a couple of Koala Teddy bears for his kids and we ride of best of mates. Thanks Dave glad I took your advice.

Then we road off to White River Junction to license the bike only to find out that on Thursdays they are on regional licensing out of town and they are closed Friday. We see what happens to morrow as I drive around with no number plate. will head to Vermont Licensing Head Office in Montpelier, Vermont to see if I can strike it lucky there-



"Do you have a license sir?"

"Yes, a Western Australia License that permits me to ride a motorcycle".

"Can I see it"





When I asked where I could find an inspection centre she said, "Not my problem. You will find them in the phone book" I said, " I am from Australia and don't know the area." She said, "You found your way here."



The girl at licensing was Hitler's daughter, apparently, very much to the point was only interested in getting our money. She came outside to check the engine number and to ensure I placed the number plate onto the correct bike. Because we transferred the title we had to go to an inspection centre to have it passed as road worthy.

When I asked where I could find an inspection centre she said, "Not my problem. You will find them in the phone book" I said, " I am from Australia and don't know the area." She said, "You found your way here." Point taken. A local over heard our conversation and without me knowing it he made a phone call and said, "Sir you are booked into the Wilkins Harley Davidson, South Barre. Go there now and they will do the inspection for you." See you met Hitler's daughter. I love the yanks. Off down the road and we wheeled into Wilkins Harley where the bike was inspected. Passed with flying colours.

The inspection took half an hour so, yep BAB was in her element, Having just spent the past 3 years in Papua New Guinea she had a captive audience, poor shop assistants. By the time we left one of them was practicing talking pidgin English. She is a card isn't she. Because I was feeling sorry for this young lady, well 19 year old, I gave her a Koala bear. The only issue is it is a clip on and I attempted to clip it onto her shirt. Just at the time BAB spoke and she turned and the Koala ended up trying to go in between her cleavage. BAB wasn't impressed. "Very subtle George, you idiot." Once the domestic situation was sorted it was off up State Highway, 100, 108 and 104 up and over the Appalachians. Great ride. If it wasn't for the licensing issue would never have found or known about this beautiful part of the world. Put it on your bucket list.

We have just completed half of the Cabot Trail, Nova Scotia where we have come across many like minded human beings as ourselves. See photo 1. Just some of the many people we are meeting on this trip. All baby boomers, riding motor bikes, drinking beer and wine and enjoying life. Has been great meeting with them as they are a very mixed bunch. Common theme is, kids can have the house but not the money and when the money runs out, sell the house but not the bikes.

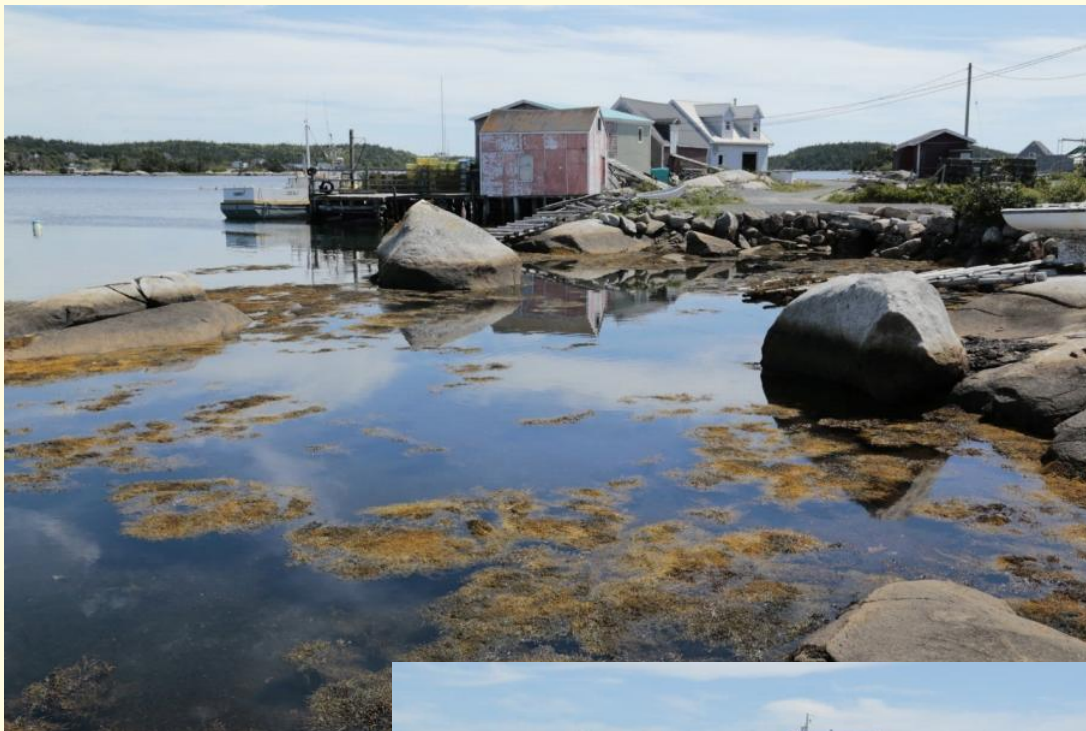
Well the acronym code has been broken by two people. BAB and I have decided to head south. By the way BAB = Back Axle Bender and by the state of the back tire I should have picked a totally different acronym.

Just beat a thunderstorm into Port Hastings and just as well because it bucketed down. We stopped off to view the Hartland covered bridge, longest covered bridge extant in the world, 390.75 metres long. Also came across a local parade in Pleasant Bay with vintage cars. We have now arrived in Halifax and my left ear is still ringing.

As we drove along the coast towards Halifax from Sheet Harbour we passed through some nice little bays and harbours which open out onto or are on the Atlantic Ocean. As part of all my travels I have been having a swim in all the oceans and seas I come in contact with. We drove into Murphy Cove which has a nice little beach and I stopped the bike. I said to BAB - Val my lovely wife "I think I'll have a swim, do you want to come in with me? She said, "I haven't got any bathers and I am not Skinny Dipping. I said, "Don't worry you won't be skinny dipping, more like chunky dunking" then whack across the left ear, geez it hurt. Back on the bike and off we went.

Arrived at Privateers Harley Davidson and had a new rear tire fitted. I didn't say a word about the wear of the tire or possible causes within an earshot of BAB. I did mention though to the service manager that I had a bit of weight on the back and he said, "Yeah we all suffer that now days." felt like buying him a beer.

I took a photograph of a humming bird in Sheet Harbour. They were on the back verandah at the motel we stayed in. I was able to get the exact shutter speed to ensure the wings of the humming bird do not appear to be moving. This was because the humming birds wings move at exactly the same speed as BAB's lips when she is talking. I have had plenty of practice taking photos of her so that her lips aren't blurred.



"I think I'll have a swim, do you want to come in with me? She said, "I haven't got any bathers and I am not Skinny Dipping. I said, "Don't worry you won't be skinny dipping, more like chunky dunking"



Well we are aboard the Fundy Bay ferry heading to New Brunswick from Nova Scotia. We have completed the Cabot Trail, West Coast Marine Drive and the Annapolis Valley. We visited Peggy Cove on the way down and I have included a couple of pictures of the little town. Apparently the attraction to Peggy Cove is the fact that the sea crashes onto the rocks, great. Anyway we rode down then and the place was jammed packed with bloody tourist. They looked like ants scrambling over a boiled lolly. Chinese everywhere. I had to hold BAB back. I could see the devil in her eyes and I was worried one of the polite Chinese tourist may have accidentally been pushed over the side as pay back for a Hong Kong Airport body search. We also visited Lunenburg, Mahone Bay and Blue Rocks. Then it was off to the ferry for the Bay of Fundy crossing.

Arrived in Digby and had an hour to kill so off we went and had the best Fish & Chips ever. So if you are ever in Digby, to catch the ferry, have the fish & chips at the Shore Front Restaurant. After the fish & chips I walked into the Dock Side Inn, who had advertised on the door "Local Brewed beers here. Come in and taste". Well it turned out to be a repeat of the Cheese Shop Sketch from Monty Python.

"I would like a locally brewed dark beer",

"What would you like sir".

"I'll have a Roof Hound Ale"

"Sorry sir ran out last night"

"Alright how about a Puppy Dog Pale Ale."

"Don't brew that till next week sir."

"Okay the I have the Hunting dogs stout."

"Sorry sir the owner has taken that barrel to the town market, were he sells it and won't be back until 3."

"I have come all the way from Australia to sample your beer and you don't have any."

The best come back line every from a smart arse barmaid.

"You should have booked ahead sir."

Settled for a Alexander Keiths Red.

Well we have left the land where they sing Country and Western in French, well worth listening to for a laugh and everyone has a ride on mower. The good part about this place is that there is absolutely heaps of sea food and beer, might retire here.



Driving south on Highway one from Saint John to Bar Harbour when we stumbled across Linwood's Jam Sessions every Sunday 1-6pm. I do not think that any of you can honestly say you have been to the Linwood's jam session on Highway one. Well you have missed out if you haven't been there. You can always get there as it is on 1 - 6pm every Sunday and its free. Worth the effort. Well what a classic. The performers where all at the original Woodstock Concert and still into the rock and roll big time. Can they play rock and roll. Good as the Rolling Stones BAB snapped out of her non talking blues, once she started talking to the locals and being asked to Dance by the local stud. Should have seen the jelly roll wobbling in time with the music, wicked. You wouldn't believe it I was even asked to get up and rock to the rhythm however I said, "Sorry but my travel insurance doesn't cover dancing accidents with partners using zimmer frames." Great two hours had by BAB. Great being free and easy.

Travelled around Desert Mountain Island Maine and then down to Bucksport and finished up In Bangor. Some great ride with great scenery. BAB has been good although she has now experienced troubles with her bowels. On top of Cadillac Mountain, Desert Island Maine she passed wind as bad as a Sarin Gas attack and had some poor old pensioners sniffing twice just to make sure what she thought she had smelt the first time was right. Once the second intake registered it was a matter of hold your breath. You should have seen BAB trying to alight the scene as an innocent party. Only on this occasion the sarin gas attack wasn't delivered by silent means so the guilty party was obvious. Her second attack was in the hotel room Bangor. I'm still not speaking to her.

New day tomorrow and back towards the Appalachians. Not happy about having to report BAB health issues but they were particularly bad on these occasions. No more Texas BBQ Pork Ribs on this trip for her. Look forward to the fresh air of our Mountain crossing from Maine to New Hampshire.

Well we have passed through Maine and are now in New Hampshire in the Washington Mountain Valley. BAB has recovered and is gasless. We hit the road after another Tim Houghton's breakfast and off to the Central Harley Davidson to pick up a part I ordered. Cheapest part ever, \$4.95. Weather shield for the head set connection. I think BAB's continued chatter melted the other one. Once all fixed travelled the Highway two through Maine. Obviously biggest industry in Maine is Antique Dealers. Antiques in the American Vocabulary = Junk in English. Called in and browsed through Jeramiah's unique collection. Complete house and shed full. Then drove to Mountain Washington but weather moved in and down it came. Will wait it out and see what tomorrow brings. BAB is onto me as I cracked open first drink at 1600. Well its raining.

Great days motor cycle riding through some absolutely fantastic roads designed for motor bikes. Main roads, second and then third grade roads. Driving down 112, 118, 25, 10, 212 and then the 210 was outstanding. Routes were given to us by local Harley dealer. We stopped, last night in Glen Junction to beat the rain. We wandered down in the local restaurant in shorts and our jacket inner wet weather gear liners, fashion statement for BAB. She looked great for a drowned rat. At the hotel I found out I had finally had enough of the Politically Correct Environment.

During my travels of the world I have sampled many beers. Specifically whilst cruising the Danube I had a lesson in fine beer appreciation. One of the most important aspects of consuming beer is to ensure the beer is poured into the correct glass container for consumption. Last night I ordered the local brewed ale and was provided a 20 oz beer in a jam jar. This seems to be the latest trend around the world. I have noticed this has sneaked into bars in Perth. I think a bar owner in Perth visited here. Why deliver beer in a jam jar? At least in Australia they could use a vegemite jar and keep it local. Regardless I have had enough. The gay lords of the world have taken over. First you can no longer buy a shirt with a pocket on it. Although I have noticed that Harley Davidson are bucking the Gay lords and producing pockets on their tee shirts. Some where to put your smokes when you ride. Anyway back to the beer. No longer will I receive a beer in a jam jar. I don't supply jam to children in beer glasses so don't give me beer in jam glasses. *George Loverock. To be continued*



1956 to 1975 - 100 Years of Motorcycles in Australia by Murray Barnard

BSA GOLD STARS
High-Performance 500 c.c. Alloy Singles



Gold Star Clubman

For the road, or stripped for road-racing competition, this famous model offers maximum performance for the motorcycle sportsman. Engines are hand built and dynamometer tested to racing standards. A hand-somely finished super-sports road or racing model.

BSA BANTAM 125 Single and BANTAM SUPER 175 Single

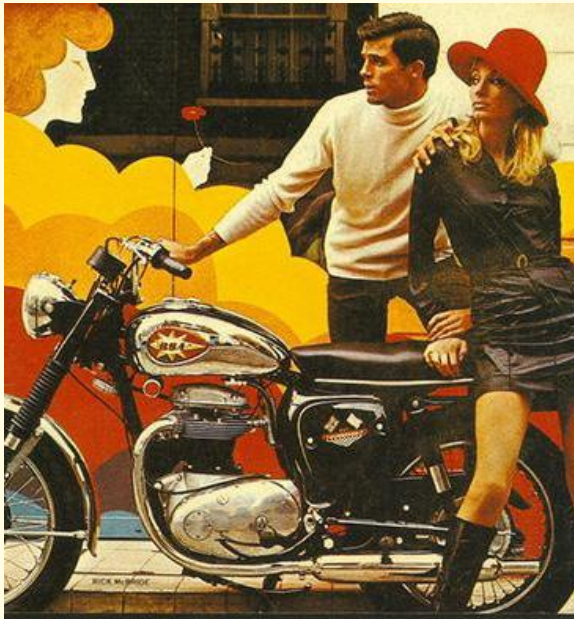


Eastern U.S.A.
BSA INCORPORATED
609 PASADENA AVE., NUTLEY, N.J.



Above: The ubiquitous Bantam which remained in production until the early 70s.

Left: Matchless G80CS. The competition Matchless was well renowned for strength, speed and reliability.

THE BOLD WORLD of BSA for 1968



TRIUMPH 68

Above From 1959 to 1968 the Triumph Bonneville 650 twin was at it's peak.



Above: The Honda CB750 Four in 1969 changed the face of motorcycling and rang the death knell of the British motorcycle industry.

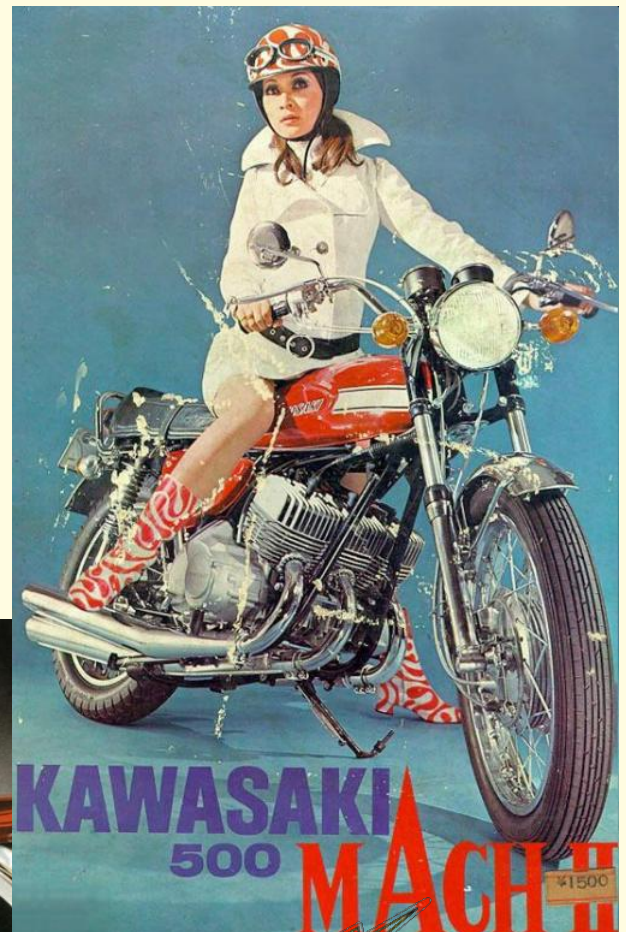
Above left: The Norton 750 Commando for 1968 had sex appeal but was almost the last gasp of the British industry for some time.



Left: In 1969 the 750 BSA Rocket Three was the first of the Superbikes, destined to be eclipsed by the Honda Four.

Left: The Kawasaki 500 H1 Mach III put awesome power into an evil handling and braking package and rightly soon became known as the “widowmaker”

Below: 1972 and the Kawasaki 900 Z1 blew all the opposition away and the Superbike race was on and the universal Japanese Motorcycle would reign for decades.

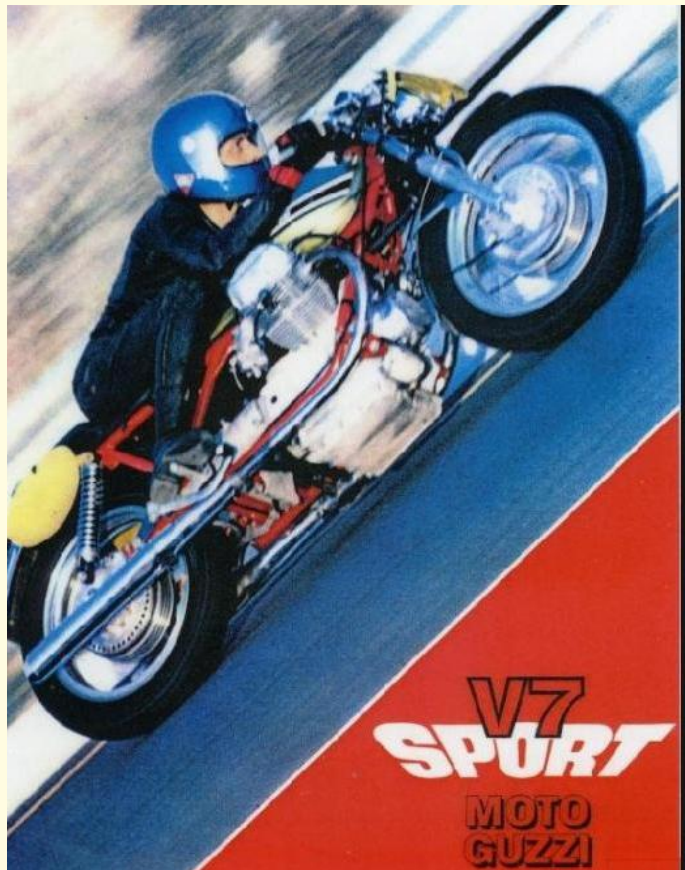




Above : Richard Blackman's 1967 500 Velocette Thruxton - this machine competed in the 1971 Castrol 6 Hour Production Race

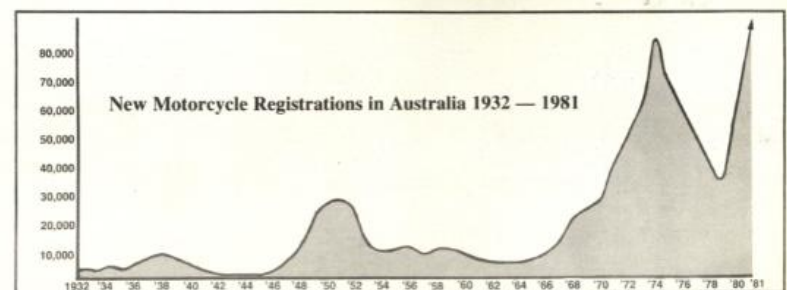


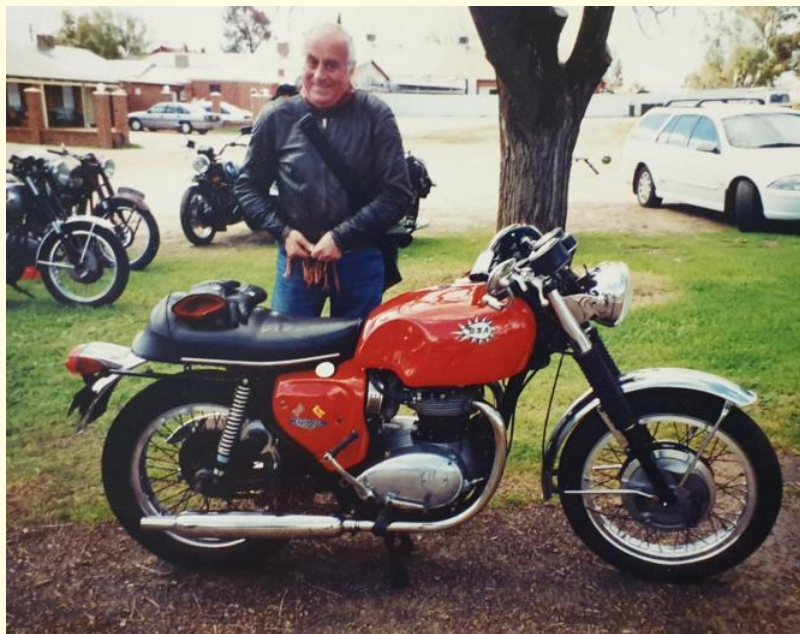
Above: Early 70s and even the Kawasaki Mach III 500 succumbed to the chopper craze when Easyrider came out.



British Bikes Supreme and then came the **Japanese Invasion**.....motorcycle development slowed markedly after the war, when British singles and twins were dominant. By 1956, however, rear suspension was normal, telescopic front forks, dual seats and decent brakes were in vogue. The British motorcycle market was the biggest in the world. Italy dominated the race track internationally but by the 60s Japanese competition was making itself felt and 2 stroke technology improved markedly. The Honda Cub soon conquered the world and Bonneville beating machines began to appear with sophisticated engineering and a high quality low maintenance build. The British motorcycle industry began to collapse in on itself after many years of complacency and a lack of invest and innovation. Panther, Velocette, Matchless faded away whilst BSA/Triumph and Norton fought a courageous last stand, but their market share began to decline until it collapsed altogether in the 70s.

By the mid-60s though, machines such as the Suzuki T20 250cc had appeared and it was quick and nimble suggesting what was to come. Yamaha was no slug either and their 2 stroke twins evolved into the RD 250/350 range which came to dominate the lightweight market. The Honda 450 twin, a high revving fourstroke that could match bigger British twins, the Suzuki T500 and the Kawasaki 500 Mach III soon rang the death knell for older British pushrod designs. The Honda Four, however, astonished the world in 1969, the gleaming four cylinder 750 was clean, easy starting, reliable and capable on the open road. Nothing the British manufacturers threw at it could compete. Soon other manufacturers followed suit. Kawasaki blew the opposition into the weeds with the Z1 900, Yamaha started experimenting with 4 strokes and Suzuki persevered for a while but eventually brought out popular GS 4 cylinder models by the late 70s. Ducati and Moto Guzzi brought out very capable twins in the form of the 750S, the 750SS and the le Mans 850. BMW had it's capable touring twins. Motorcycles were more popular than ever in the early 70s but the market was dominated by the rising sun! 1956 to 1975 saw motorcycle use soar from 15,000 machines to over 80,000 as motorcycles became less utilitarian and more a sporting and leisure pursuit.





1973 - Men were men and boys will be boys and the lure of two wheel travel was strong as On Any Sunday hit the theatre screens and motivated young souls to hit the road!

Left: Adrian White hit the road from Sydney to Perth on his A65 BSA in March 1973, surviving the unsealed section of the Nullarbor unscathed. Adrian held on to his trusty BSA for near on 50 years.

Below and below left: Heading the other way in March 1973 was I and my mate Carl on 1972 J Model Suzuki T500 Titans. We probably passed Adrian somewhere on the Nullarbor. The 400 kms of dirt was a challenge, but we survived, even through the sand dunes at Ivy Tanks.

Returning from the East Coast I entered the same T500 in the 1973 Castrol 3 Hour Production Race at Wanneroo. Still with red dust on it the Titan campaigned on for many years on the road and track.

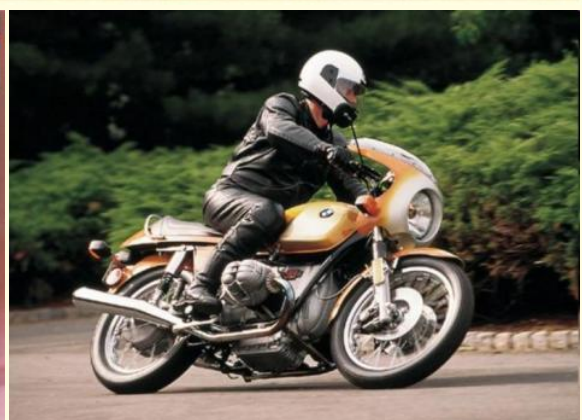
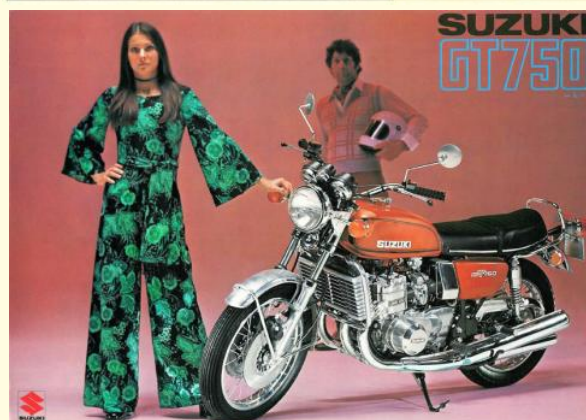


Along with Suzuki's T20, Yamaha's two stroke twins were giant killers and shook the market up with their handling and performance. Yamaha went on to dominate road racing with it's TZ derivative. Long distance touring shook off it's staid appearance with Suzuki's GT750 water-cooled two stroke triple and BMW's R90S. Moto Guzzi and Ducati came to personify Italian cafe-racer chic.



SPECIFICATIONS:	
PERFORMANCE	
Max. speed (mph)	100
0-60 mph (sec)	10.0
Max. torque (lb-ft)	10.0
Min. turning radius	48.9 - 62.7 mph
ENGINE	
Type	2 stroke Torque Induction, Revolver Valve
Cylinders	3
Displacement (cc)	349
Max. torque (lb-ft)	10.0
Max. torque (kg-m)	7.3
Lubrication system	Wet Sump
Starting system	Electric
Transmission	5 speed

DIMENSIONS:	
Overall length	2010 mm
Overall width	710 mm
Overall height	1110 mm
Wheelbase	1400 mm
Min. ground clearance	170 mm
WEIGHT (kg)	175
FUEL TANK CAPACITY	18.0 L
OIL TANK CAPACITY	1.0 L
TIME	3:00-10:4 PM



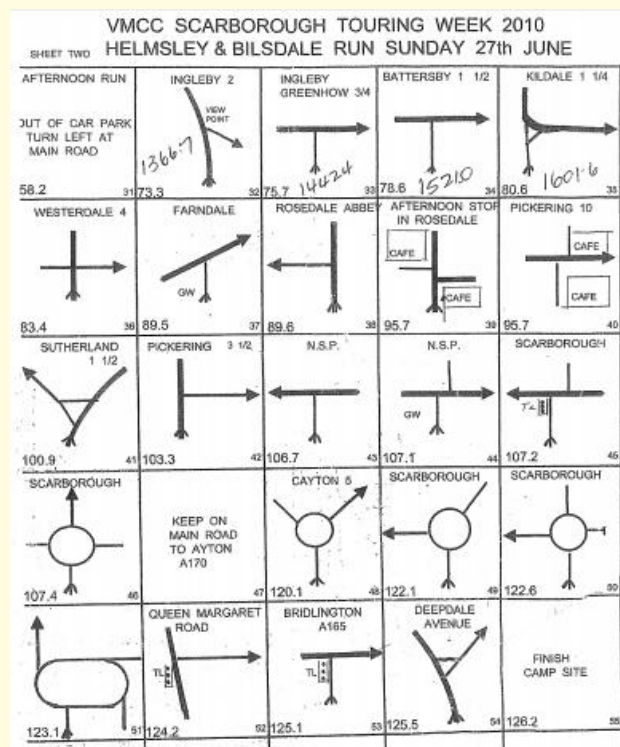
NUMB BUMS & OILY RAGS *by Adrian White*

I arrived in Perth in 1973, with my driver's licence issues just a memory, or so I thought. My NZ licence was good for 3 months, after which, a WA version was required. Obtaining this, I'd been assured, was pretty much a paperwork formality, so I presented myself in plenty of time at the Old Girls School in East Perth, where the licensing department operated. A rather unhappy seeming lady processed my request, too easy! then dropped her bomb. "You can only ride a 250 for the first year," she said. I protested I wasn't a teenage tearaway, but obviously a mature age citizen, who'd just ridden a 650 BSA from Sydney without crashing or offending the law, and my bike was my sole means of transport. The lady was adamant, so finally I asked to appeal to higher authority. Reluctantly, she produced a Senior gent, who confirmed the law was as stated. I pointed out my years of experience, including competitive riding (at a very low level, I didn't say), and fortunately was able to produce my NZ ACU competition licence. This tipped the balance in my favour, licence granted.

-0-

During an unforgettable UK trip in 2013, our itinerary was planned to enable those who so wished, to partake in the annual VMCC Scarborough Touring Week, quite a big event in the calendar. Unfortunately, the weather was far from encouraging, turning on heavy rain, though it wasn't bad temperature-wise. British riders are more familiar with such conditions than we are, so the turnout was still pretty good. One character on a nice 50's Ariel wore a backpack, zipped in there, up to his neck, was a Jack Russell, peering over the boss's shoulder very happily. The route sheet worked very well, though the print is too small, especially in the conditions. That didn't matter too much, the thick arrow and mileage mostly being

sufficient. I did test the system by getting lost, this proved difficult because you didn't necessarily know the name of the road you were on and whether or not you should be on that road. Not sure to this day quite how I got myself un-lost, but I did. During the whole rally I didn't see another rider, or even many cars; this was English countryside at it's beautiful best, despite the rain. Back at the start, wet to the skin, enjoying a cuppa, a chat and a biscuit, I reckoned I'd just had one of the best day's riding, ever!



WELFARE REPORT *by Adrian White*

Inevitably, this report frequently concerns members who are in the fourth quarter of their lives, so some of our newer arrivals will not know these people. These are the foundation of our Club. They are the ones who took the Club from an idea, to the five hundred plus membership, thriving parts department, best library in Australia, comprehensive Club we enjoy today. Their willing donation of time, expertise and money, to build such a Club, should never be forgotten, and serve as an example of what can be achieved with the appropriate attitude. Pretty quiet on the welfare front still, with no reports of the awful COVID 19 having attacked any of our people. Long may it stay that way.

Brian Lawrence, life member, and his late wife Jean were active members, setting the annual Two Stroke Run from their home (always a good day, with lots of food), and running the catering at monthly meetings, for as long as I can remember. Brian still struggles with his loss of Jean. His recent spate of ill health is now largely fixed. We wish him well.

Jeff Seiber, #55, long term quality member, has battled multiple cancers and the attendant unpleasant treatments, to the point he was almost ready to "turn the lights out." To my great joy, on the phone Jeff "feels better" in the last five weeks than I've felt in the last five years! He's active in the shed with a Willys-Knight almost ready for licence, and a Royal Enfield 500 which is about to be married to a sidecar. Jeff wants fellow restorers to know of the 3M "Strip and clean" disc, which he's found particularly useful.

Allen Johnson hosted his annual Hills Run from his Greenmount home, always well attended, for both a good ride and a delicious spread of food. Allen still has his Honda 250, but he's not sure he'll ever ride again, as age takes its toll, though he's keeping well, and caring for wife Mary.

Roger Bowen, cancer survivor, has hit a bit of a speed bump. Having no stomach means he has to frequently eat small amounts of very specific, and rather limited, food, along with an enzyme for digestion. However, having no stomach means you never feel hungry, so the incentive to eat is missing. He desperately needs to build up his weight and strength, as the medical profession have slated September as his return to work. Roger's handled it all very well, no doubt he'll continue to do so.

Remember, we can only assist members in need if we know about them. Keep me posted!

MEMBERS CLASSIFIEDS

FOR SALE

1) Steel bike transport frame. Suits to 250kgs. Forklift suitable. Tie down points. \$50 (2) BSA Bantam mud guards. Fibreglass front and rear. \$100 each (3) BSA Bantam mud guard moulds for fibreglass work. Front & rear. \$100 each (4) BSA Bantam muffler. New \$375. Warren McEvoy 0487 799 007 wamce78@gmail.com



1960 350CC R.E. BULLET: which has recently been fully restored, it is club registered. It runs well and starts on the first kick. I have the full list of parts fitted and engine work carried out during the restoration. Due to arthritis in my hands I don't feel confident to continue riding. \$5350 ONO Contact Stuart 0406214552 or stuartb.132@gmail.com



BMW R80 GS: 1981 German import 404 licensed. Unfortunately due to health issues and old age the BMW has not had a lot of use. It is in very good order and runs quietly and smoothly like all of this model. These particular models are now becoming quite rare and are well sought after. If interested please contact Geoff on (08) 9417 7701 the asking price for the BMW is \$11500



1982 BMW R100RS: 29,340 kms, good condition, runs well, recently serviced and registered 1 year. \$6300 ONO Contact Terry Ryan 0438936497

All ads (including services) will run for maximum of 3 issues. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to benner@iinet.net.au

WANTED

PRIMARY CHAINCASE COVER wanted for BSA B40 Military P/N 40-1003 Paul Smith 0407386877

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are long time VMCCWA members and restorers who are now manufacturing mudguards in Donnybrook for export all over the world. www.vintagesteel.com.au Ph 0497 999 011



In 1912 Const. Will Peverill made the first motorcycle ride from Brisbane to Melbourne on a tiny Fafnir. It took him nine days. Here is that bike at the Queensland -NSW Border. One rear friction brake. No pedals. No luggage carrier and no auxiliary fuel tank. He does have a tyre pump though.



"THAT'S QUITE ENOUGH OF THAT"

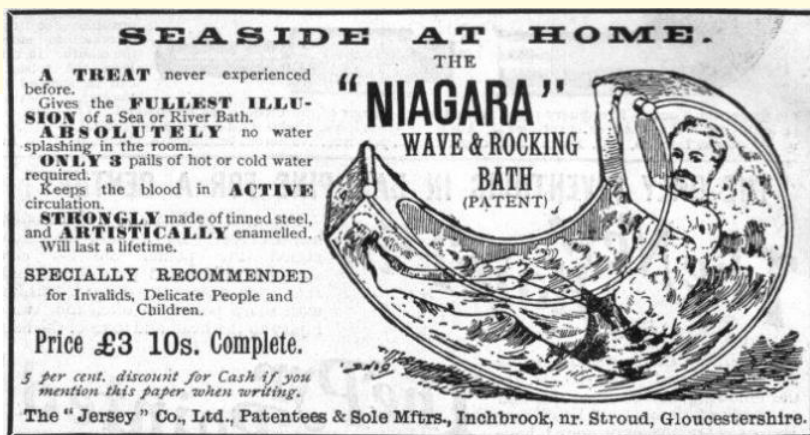
The Flat Earth Society are complaining that the physical distancing requirements are pushing some of their members over the edge.

Not all disasters are Covid19 related, A soft drinks factory has suffered a major leak, flooding a nearby village with thousands of litres of lemonade. Reports suggest dozens of people have been schwepped away.



A pirate walked into a bar and the bartender said, 'Hey! I haven't seen you for a while. What happened? You look terrible.' 'What do you mean', said the pirate, 'I feel fine .'What about the wooden leg, mate? You didn't have that before.' Well, we were in battle and I got hit by a cannon ball.' 'Well okay, but what about that hook what happened to your hand?' 'Well, in another battle I got into a swordfight and my hand got cut off. But I got fitted with this hook so I'm fine really.' 'What about the eye-patch?' 'Oh that? One day when we were at sea a flock of seagulls flew over. I looked up and got an eyeful of droppings.' 'You're kidding. You lost an eye because of bird droppings? Yeah, it was my first day with the hook.

If barristers are disbarred, and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, & dry cleaners depressed?



Sat 14 Nov 2020

Sun 15 Nov 2020

Gypsy Tour 2020

Life is chocolates, cheese, toffee, wine, food, motorcycles on Saturday at Denmark and a free BBQ lunch on Sunday with the Albany VMCCWA Section on the Gypsy Tour

~ Enjoy a great weekend riding & socialising ~

Accommodation for this tour can be booked at the Denmark Ocean Beach Holiday Park, this being our base this year, or anywhere you like in the region of Denmark. Depart Perth Friday and return Monday, or stay longer. Come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker.

Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard 0434215665, ildottore@iinet.net.au

APPROVED
NOT TO BE MISSED





VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

AUG 2020

GEORGE'S TAKE ON AMERICA CONTINUES

Plus: Steve's Triumph Tiger 100 & Canterbury Sidecar - 20
years of Motorcycle Development 1976 : 1995 - Elliott's
Triumph Restoration - Pt4

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Dating Officer: 1931-Pre 1970: Maurice Glasson –

0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103

les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,

Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Colin Brazil – Warwick – 0437607067,

Les Vogiatzakis – Dianella – 0488915103,

Murray Barnard – Roleystone- 0434215665

Hans van Leeuwen – Mount Nasura - 0419921693

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863

membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake –

0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563

sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Club Trailer: see Unit Caretaker

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons

94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary

Pre-31: Art Woldan – 93303264, Treasurer: Greg Macham -

0477021870 (fees payable to BSB 016499 Acc 481977532)

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604

steve.mag@icloud.com, Treasurer: Chris Davis –

chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc

0260192. Facebook page:

facebook.com/groups/vmccwapost70

ALBANY SECTION: Chair: Paul Armstrong – 0417051378

(patnpaul2016@gmail.com), Albany Section Secretary:

Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe,
W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook & then message web admin).

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12th of each month. The impossible we do, miracles take longer.

BASIC PRINCIPLES: The Club exists for ALL members. As such, approved events will be advised in advance to all members through the Chatter. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Front cover: Steve's Tiger 100

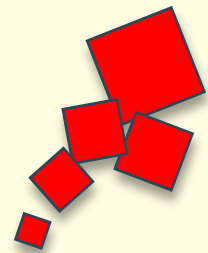
WHAT'S ON!

With the loosening of the State Government Covid19 restrictions we have some good news.....

1. Monthly meetings are back on. First meeting will be on 5 August 2020
2. Section meetings have re-commenced.
3. Thursday Coffee meets are back on at Pickering Brook, Bean 2 Brook Cafe - 10am.
4. Parts Store has reopened for Wednesday mornings as has the Club library.
5. Approved Club runs have re-commenced. See the events calendar.
6. New Regular event - Northern Suburbs Coffee Run commencing August 2020 - Yanchep Lagoon Cafe 10am Tuesdays

In all these cases hygiene and physical distancing requirements will still need to be met.

Please check the club website at times to see if there are any updates on the situation – vmccwa.com/oilyrag



UP FRONT - Matters of Note

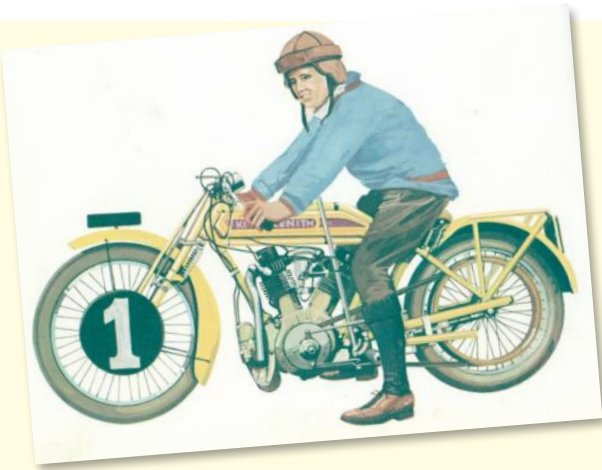
BALLOT FOR MACHINES: The bikes for sale can be viewed in the Parts Store. Expressions of interest in purchasing the machines can be lodged with Keith or Chas in the parts store. If you are unable to attend the parts store you can email your expression of interest to the Secretary. The ballot will be drawn at the September Monthly Club meeting. The machines for sale are 1984 Suzukis, both on 404 licence. Price for the TS185 is \$1350 and for the DR600 \$2200.



VALE - GEORGE STEVENSON: Sad to report that long term Club member George Stevenson passed away on 10 July 2020. George was 89 years of age. George was very fond of his Douglas motorcycles having a brace of machines aged from 1914 to 1934. He also had a Moto Guzzi. George was a regular at the Fremantle Festival with his Arthur Grady replica.



UP FRONT - Cont'd



NORTON ENTREPRENEUR Stuart Garner has been ordered to repay 20 million pounds to 3 pension schemes in the UK. The regulator found he had acted dishonestly and breached his duty of care. The lesson? Don't f@%k with pensioners!

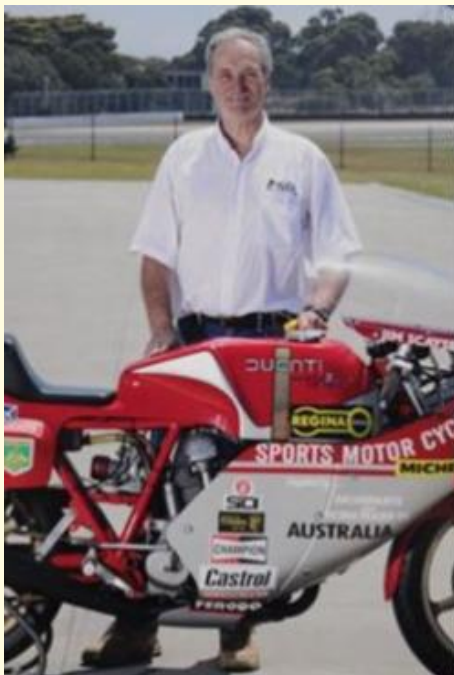
NEW MEMBERS: Mario Cudini, our energetic Kalgoorlie based Membership Secretary has advised that Ian Lawrence, Brett Fitzgerald, Justin Vinod, Corey Spiccia, Tim Partington & Zeljko Trlin have joined the Club in the month of June.

NOMINATIONS FOR LIFE MEMBERSHIP: Nominations are invited to fill vacancies. Please submit nominations to the Secretary by 2 September 2020.

Nominations should be for exceptional service to the Club and accompanied by reasons for nomination.

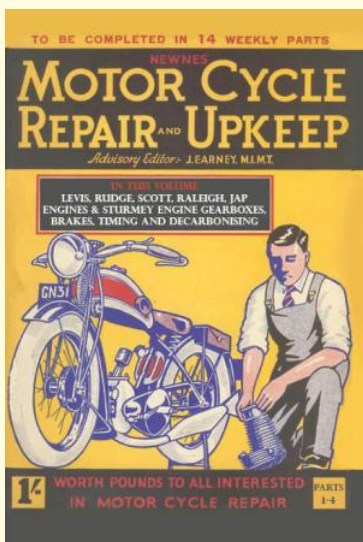
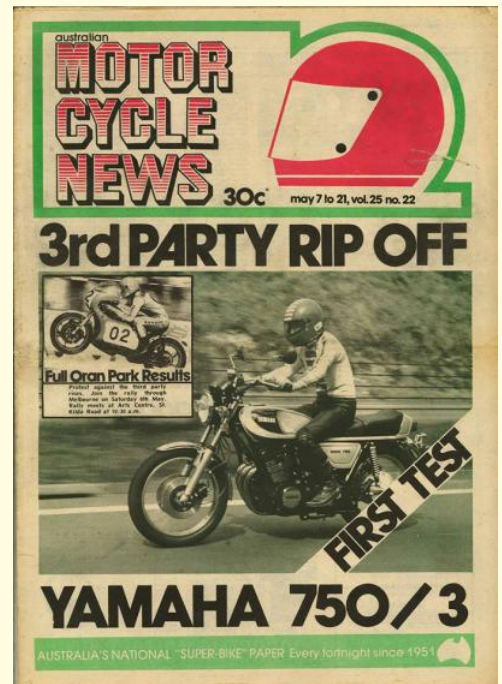
COMMITTEE MATTERS: The Club Committee has agreed that club fees will remain the same for 2021.

A new Club Honour Board has been built with the assistance of Mario Cudini and the Kalgoorlie Men's Shed. It will be mounted in the main Clubrooms.



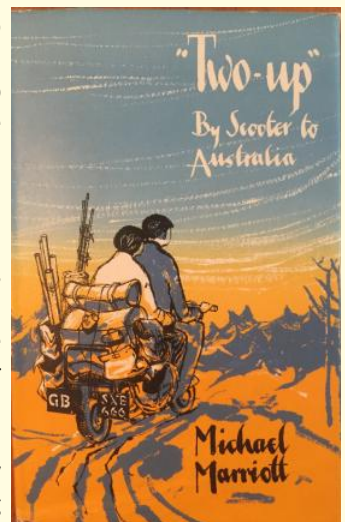
Left: **JIM SCAYSBROOK**, Editor of Old Bike Australasia managed to pick up an OAM in the Queens Birthday List. More well deserved than a gaggle of pollies!

THE GREEN HORROR: right, Australian Motorcycle News, turned 70 this month! A survivor in a cut throat market it has seen off favourites such as Two Wheels, Revs, Bike etc. Fred Gassit has been strong now for at least 40 years as well! Astonishingly it has also been 40 years since AMCN published its 30 year souvenir issue. This issue is in the technical library online on the Club website in PDF form.



WHAT'S NEW IN THE TECHNICAL LIBRARY? New additions to the online Technical Library. This month I have a treat for you. All 14 parts of the 1931 Newnes Motor Cycle Repair & Upkeep magazine are now online. This a wonderful publication and quite rare to obtain in full & available nowhere else in digital form. Each part of the Newnes series can be viewed or downloaded from the Technical Library link on the club website.

WHAT'S NEW IN THE MAIN CLUB LIBRARY? Ken advises he has finally sourced a book he has been seeking for some time. "Two-Up" by Scooter to Australia. Published in 1960 this is the tale of Michael Marriott and his wife travelling by scooter through Eastern Europe, the Middle East, Afghanistan, Pakistan, India, Ceylon and finally from Adelaide, up the East Coast and into the Northern Territory. As you can imagine travelling by scooter through these regions had it's share of adventures along the way.



CLUB EVENTS CALENDAR - events open to all Club members

COFFEE RUNS: (Regular weekly events) :

Southern suburbs - 10am Thursdays - Meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook. Organiser - Stephen Hills

Northern suburbs - 10am Tuesdays - Meet at Yanchep Lagoon Cafe. Start date 4th August. Organiser - Jim Douglas

CHITTERING RUN: 2 Aug 2020 – Stephen Hills - 0413678604. Start Caltex S/Sth Toodyay Rd Stratton. Meet 9.00 am for a 9.30 start. Travel through Bullsbrook, Gidgegannup, Toodyay then the Chittering Valley to the Golden Grove Estate for Lunch. Make your own way home from here or travel in convoy with the back up via Gt Northern Hwy to the start point. Contact Steve Hills 0413678604 (*Note: In the event of wet weather, the run will be cancelled, check website closer to the event*).

MONTHLY MEETING: 5 Aug 2020 - 8pm at Wattle Grove Clubrooms

KEITH'S BBQ: 23 Aug 2020 - Keith Weller - Keith is hosting a social distancing event for VMCCWA members at his esteemed establishment starting at 10am. A BBQ will be held at a cost of \$5 per person. Have a tricky bike problem, bring it along and see what the brains trust can come up with. Come and display your bike, all eras of bike and rider welcome. Contact: Keith Weller – 92742476. Address: 122 Bushmead Rd, Hazelmere.

MONTHLY MEETING: 2 Sep 2020 - 8pm at Wattle Grove Clubrooms

CAFE HOP : 6 Sep 20 - Stephen Hills 0413678604

DGR - 27 Sep 2020 - Stephen Hills (To be confirmed)

PETER GROUCOTT RUN: 4 Oct 2020 - Invitation Run, Wattle Grove to Tractor Museum - VCCWA & VMCCWA

MONTHLY MEETING: 7 Oct 2020 - 8pm at Wattle Grove Clubrooms

WA TT: 18 Oct 2020 - Ride to York, BBQ lunch at Beverley Mens' Shed. Return via Westdale, Brookton H'Way to Karragullen. Stephen Hills/Terry McKie

ANNUAL GENERAL MEETING: 4 Nov 2020 - 8pm at Wattle Grove Clubrooms

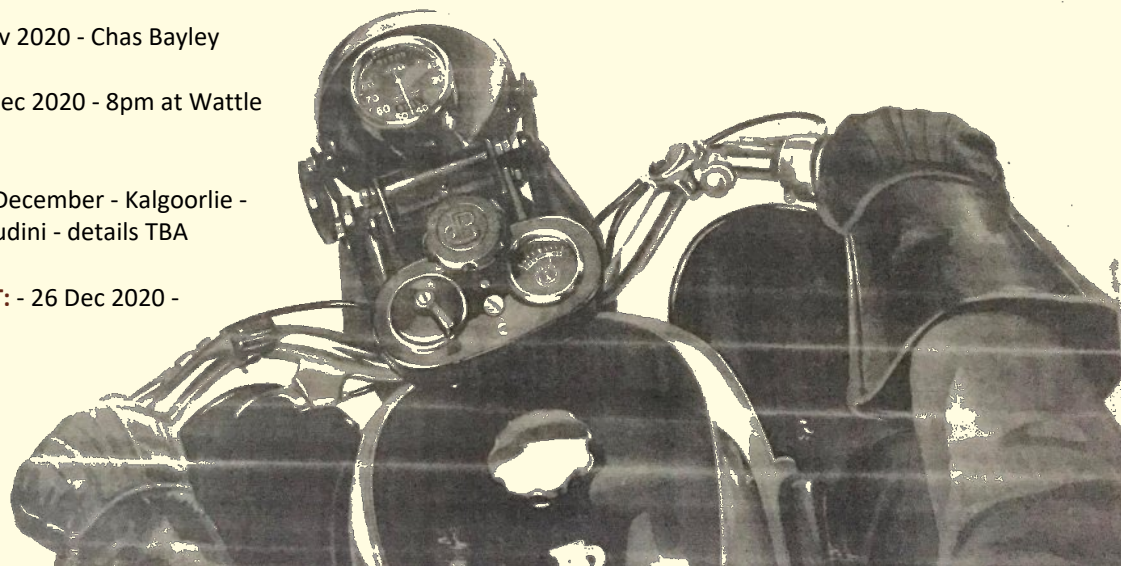
GYPSY TOUR: 14/15 Nov – The Gypsy Tour is on again for 2019 and by popular demand is returning to Denmark. Depart for Denmark from Perth on the Friday, return on the Monday. Of course, you can come and go as you like as this is purely a social run. Come by car bike or shanks' pony, ride what you bring, all machines welcome. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. Accommodation for this year can be booked at Denmark, the base will be the Big4 Denmark Ocean Beach Holiday Park, but you can stay anywhere you like in the region of Denmark. Depart Perth Friday and return Monday, if work permits, come for a day or the whole weekend. Make your own way down or join others for the run down via Mt Barker. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard 0434215665, ildottore@iinet.net.au

DAM EARLY RUN: 29 Nov 2020 - Chas Bayley

MONTHLY MEETING: 2 Dec 2020 - 8pm at Wattle Grove Clubrooms

ORABANDON RIDE: 6/7 December - Kalgoorlie - Richard Argus & Mario Cudini - details TBA

BOXING DAY BREAKFAST: - 26 Dec 2020 - Ken Vincent



PRE31 SECTION

Pre-31 Section: Meet every 4th Wednesday of the month. 8pm, 6 Hickey St Ardross.

BEVERLEY RUN: (Pre 31) – 12/13 Sep 2020 - Good news, the Beverley Re-enactment, for Pre31 machines only, run is on again. With the disappointing news of the cancellation of the pre-31 Roaring Twenties you can now get out your vintage or veteran for this run on Sunday September 13th and don't forget to book a hotel room (Beverley Hotel 96461190 - Freemason Tavern 96461347). If you intend to ride upon the day before, the start time for the Saturday run, will be 1.30pm and meet at the Karragullen service station on Brookton Hwy. The run commemorates the first motorcycle road race in WA. Enter on the day. Entry Form on cover sheet or online. Ken Vincent Ph 0439294366.

POST70 SECTION

Post 70'S Section: Meetings are held on the 3rd Monday of each month. 7.30pm Unit 4, 4 Malcolm St, Maddington



The Post 70 Section held its first meeting in months on 22 June 20. Unfortunately it was a very wet and stormy night, but regardless the Section was glad to be able to resume a semblance of normality after months of lockdown.

ALBANY SECTION

ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com

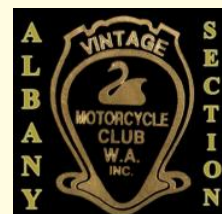
The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

NOTE Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

Albany Section Events Calendar

Date	Club Runs & Events
July 14th	TBA
August 11th	Robin Webb's Sidecar Run
September 8th	Kevin's Spring Rally
October 13 th	Richard Turpins run

Trailer backup
Lou
Required
Required
Required



Paul Armstrong offered to resign as Chairman of the section. He had taken this action because a few members were unhappy with the direction the section was taking. They felt that there were too many modern bikes, including 25 year old and over Japanese machines, thus increasing both the speed and length of Club runs. This resignation was strongly discouraged by Perth as Paul has the full confidence of the Management Committee. At the June meeting Paul addressed complaints by reintroducing the staggered start rule and imposing a maximum distance for a run to 120km. Despite this the disaffected members believed there was not enough interest, support, and conversation about old British machines. Therefore, Paul had come to the conclusion, that he should resign.

I didn't think this was warranted and so, at the Wednesday coffee run to Nippers I suggested a secret ballot of members to ascertain the level of support for Paul. There was a good spread of old and new members in attendance, with members whose membership numbers are in the 100, 200, 400, 500, 800, 1100 range, right up to the latest people to join. The vote was by written response, so as to avoid any pressure on members to vote either way. I asked the members to nominate a scrutineer for the vote count, so there can be no accusation of vote rigging. Out of 17 members eligible to vote there were 17 in favour of Paul remaining as Chairman. Members who were not at Nippers for the vote were invited to nominate or vote for their committee choice at the AGM held on 2 July at the Chalet. Also disaffected members were invited to send me their thoughts on these matters in writing. At the July AGM, Paul was nominated for re-election as Chairman by John Northcott 2nd by Andy Duncan, and passed unanimously on a show of hands, I am pleased to announce that Paul Armstrong will be our Chairman for another year. My very best regards to all members. *Roger Bittner, Section secretary.*

On Sunday 14 June, the Albany section monthly Club Ride included a visit to the Albany Airport to view a Van's Aviation RV 12, built by Andrew Duncan. Building commenced in 2012 and the first test flight occurred on 31 Dec 2019. This is a light 2 seat aircraft of which 4 are flying in WA and over 500 worldwide. A total of well over 10,000 Van's aircraft are flying worldwide, many with a build quality equal to or exceeding factory built aircraft. This was built from "flat pack" components and approximately 17,000 rivets. It is powered by a Rotax 100hp liquid cooled engine and is fuelled by premium unleaded, burning about 19 litres/hour.

Primarily aluminium construction. Test flying has just been concluded and application made for full registration application made. After leaving the airport we rode out to Andy and Sandra's house, where we were served a

BBQ, accompanied by salad, cakes and drinks. This was enjoyed on the verandah, overlooking an expansive view of trees and water. In this ideal location the conversation flowed freely and made a very pleasant conclusion to a rather unusual run. This was our first club run after the lockdown and our thanks go to The Duncans for their generosity and effort, plus Jeanette and Trevor for helping



Another benefit of being a club member: Richard Turpin has been having problems with his club registered 250 Honda, one of the hard to diagnose type. We are fortunate to have among our members a motorcycle mechanic and past dealership owner in Lynton Morgan. One visit from Dr Morgan got Richard's bike back on the road. Lynton, who is a relatively new member has been a great asset to the section, putting on several club runs and volunteering for the backup trailer job when required. Thanks from us all Lynton. *Roger.*

Results of the 2020 Albany Section AGM

Chairman,	Paul Armstrong.
Vice Chairman,	Lou Anderson.
Secretary,	Roger Bittner.
Vice Secretary,	Manfred Feichtinger.
Treasurer,	Kevin Palfrey.
Librarian,	Bernie Wolfe.
Property Manager	Bernie Wolfe.
Scribe	Roger Bittner.

Sat 14 Nov 2020

Sun 15 Nov 2020

APPROVED
NOT TO BE MISSED

Gypsy Tour 2020

Life is chocolates, cheese, toffee, wine,
food, motorcycles on Saturday at Denmark
and a free BBQ lunch on Sunday with the
Albany VMCCWA Section on the Gypsy Tour



~ Enjoy a great weekend riding & socialising ~

Accommodation for this tour can be booked at the Denmark Ocean
Beach Holiday Park, this being our base this year, or anywhere you like in
the region of Denmark. Depart Perth Friday and return Monday, or stay longer.

Come for a day or the whole weekend. Make your own way
down or join others for the run down via Mt Barker.

Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard 0434215665, ildottore@iinet.net.au



Accommodation has been block booked at Ocean Beach Caravan Park at Denmark for this year, across the weekend 14/15 Nov 20. 10% discount, book via phone and tell them you are with the Vintage Motorcycle Club to get the discount. Book early as they will only hold the bookings for a couple of months for us. They have chalets, cabins, powered sites available. Ring Gabby on 9848 1105. If sold out there are plenty of options in the Town of Denmark.



THE WRITE LINE

PICKERING BROOK

Cold, cold morning and Stephen Hills even had heated gloves to keep his pinkies warm. Despite the cold there were nearly 20 bikes in attendance at the regular Pickering Brook social meet on Thursday 25 June 2020. It was 5 degrees C when I left home and I soon regretted not wearing my neck warmer.....and the visor kept fogging up. Despite the cold I was pleased that the Guzzi burst into song without any hesitation even after a couple of weeks rest during the wet weather. Our Club patron, Elliott Montagu rolled up along with Jim Douglas, Keith Weller and a gaggle of members all happy to be back on the road after lockdown. Pickering Brook has been a lifeline for many members whilst the calendar was suspended. *Murray Barnard*



LOCKDOWN BREAKOUT 12 JULY 2020



The last major club ride we had was in February at the Roley TT when Alan Cathcart attended (*now barred from re-entry, sorry Alan, no Poms!*) and it has been a long 5 months between drinks since. Some of the best riding months have been spent in lockdown. With social distancing restrictions relaxed we were able to resume Club Runs. So it was with great anticipation that the club ride and BBQ organised by Nic Montagu was held on 12 July 2020. Starting with a run through the Hills via Canning Dam and Bedforddale, with a few diversions and missed turns, the riders returned cold and ready for a hot brew. Keith Weller was hard at work at the BBQ and sausage and bun was the order of the day. Thanks to everyone for attending and though cold it was a delightful day for a ride in the Hills which are at best at this time of year with green fields and soft light in the trees. Hmmm.... getting somewhat poetic, better sign off - *report & pics - Murray Barnard*



STEVE PAYNE'S TRIUMPH TIGER 100

Here's my 1951 Tiger 100 complete with a 1951 Canterbury chair. I rode the bike solo from Perth to Melbourne in 2018. The ride ended badly after getting written off when a car shunted me from behind 50k from Melbourne. The driver was busy texting! After a generous payout from Shannons I began the rebuild process. I then came across a A Canterbury chair advertised in Victoria and thought it'd be a great addition. After bringing it back and refurbishing it and putting a roof on it the chair was then matched to the Triumph. It rode superbly with Kudos to Iron Horse motorcycles who set it up. Punching above it's weight the little 500 pulled surprisingly well but hills and wind were the enemy. Enter the 750 kitted early big bearing motor. It now pulls beautifully and is a pleasure to ride. Much looking forward to getting out on it again soon. The original 500 motor will get refreshed and go back in when I return it to a solo sometime in the future. *Steve Payne*



Note: Steve is getting an itchy throttle hand and says he needs more of this! Steve is planning a run over East to Melbourne in Oct-Nov this year if the borders are open. Anyone else interested can contact Steve on 0429169002.



STEVE PAYNE'S CANTERBURY OUTFIT



DUCATI 750 - blimey it has been 50 years!

Hard to believe but 1972 marks 50 years since the launch of the Ducati 750 twin. It pays to go back a step. Fabio Taglioni, is known as the father of desmodromic valve gear for motorcycles, yet despite success with the Ducati 125 Grand Prix racer in 1958, Ducati was still a minor player in the motorcycle world. Known for their 250 and 350 Desmo singles Ducati was seen as no threat to the Japanese factories in the 60s.

This changed in 1969 when Ducati became part of the E.F.I.M. holding, which wanted Ducati to expand into the world of larger-capacity motorcycles. Taglioni set about working on a 750-cc 90-degree V-twin. Ducati tested the prototype at Modena on August 25, 1970. Development was then on hold as Ducati developed a 500-cc V-twin Grand Prix racer, which exposed the weakness of their frame design. Ducati commissioned Colin Seeley to design a frame for the 500, which was ready for testing by June 1971. Taglioni was so impressed with the Seeley design that he immediately incorporated many of the features in a new frame for the 750 GT. Thus the 750 GT frame would include the trademark Seeley chain adjusters, and a predominance of straight tubes. The foundations of the excellent-handling 750 were born, and the design was so good that it formed the basis of all Sports and Super Sports through until 1982.

At the Olympia motorcycle show in London in January 1971, the 750 prototype was displayed to gauge public opinion. The first production run commenced shortly afterwards, in July 1971 but these were "pre-production" because Ducati was not ready for full-scale manufacture. In April 1972 the production model was displayed to the Italian press as the 1972 750 GT.

Even as the 750GT went into limited production in July 1971, a 750 Sport was on the drawing board.

By January 1972 a sports prototype, now with a half fairing and painted ochre with black "Z-stripe," appeared and was displayed to the Italian press along with the 1972 750 GT. The Imola 200 captured the world's attention when two 750 Ducati's took the first two places in the race, ridden by Paul Smart and Bruno Spaggiari. The race bikes had lugs for centre stands and this was noticed by the press. The Duke twins were on their way to world success. *Ducati 750 Sports pics also by Murray Barnard*





Elliott Montagu's 1927 Triumph N model restoration – Part 4

After months of trying to source an original clutch it became obvious that there just wasn't one available. A friend of mine in the Club said no worries we will make one. (I'm not naming people because I might forget someone who helped me). I had one component of the clutch and that was the splined 'clutch driving member' that fits the driven shaft of the gearbox. The clutch driving member also has a large diameter track to take the bearing on which the basket runs.

I was fortunate to have this component as manufacturing it would entail machining splines and case hardening the bearing track. The basket that holds the clutch friction discs and clutch plates was spun. A flat steel disc of suitable thickness is retained in a lathe and as it turns the operator applies a tool with a long handle and bends the metal as it turns until the metal is shaped as in the picture. Slots are then cut to take the friction plate lugs. The first attempt using the spun basket didn't work too well.

I welded a band around the basket to stop it opening up as pressure was applied during the operation of the clutch but the addition of this band caused some distortion and balance problems. The fix was to machine a basket out of a piece of large diameter aluminium bar. Another friend machined the basket and milled the slots to take the clutch plates.

New AIS parts are used for the plates, the clutch springs are modern Triumph and rollers are used in the bearing.



**"I'm not naming people
because I might forget
someone who helped me"**

The clutch is driven from the engine via a chain wheel attached to the basket. The number of teeth that can be accommodated on the clutch chain wheel depends, to some degree, on the overall diameter of the clutch which itself is governed by the diameter of the clutch plates.

The clutch and chain wheel and chain have to fit into the primary chain cover which is designed to accommodate fore and aft movement of the gearbox to allow tensioning of the primary chain.



The unit had to be made to fit or else the primary chain case cover would need to be modified. My main consideration, however, was to keep the final ratio the same as the original bike. The ratio is all about how many times the engine crank shaft turns over for one revolution of the back wheel. If the ratio is considerably different from the factory specification the engine will either be revving fast or labouring in a particular gear for a given road speed. Apart from the design of the gearbox, the ratio depends on the number of teeth on the engine, clutch, gearbox and rear wheel sprockets.

In my case the gearbox and rear wheel sprocket were factory original and the clutch sprocket was fixed by the dimensions of the homemade clutch so the only sprocket I could change to achieve the original ratio was the engine sprocket. The final ratio is calculated by dividing the product of the number of clutch sprocket teeth and rear wheel sprocket teeth by the product the number of engine sprocket teeth and the number of gearbox sprocket teeth.

The original ratio for the bike in top gear was 5.06:1. That is the crankshaft turns 5.06 times for one turn of the rear wheel in top gear. I had the clutch with 36 teeth and the rear sprocket with 38 teeth. Multiplying these together we get 1368. The gearbox sprocket had 15 teeth so I chose 18 teeth for the engine sprocket. Multiplied together, 15 and 18 equals 270. Divide 1368 by 270 and we get 5.06 which is the ratio required. I bought a blank sprocket with 18 teeth, machined the original engine 15 tooth sprocket off the boss and welded the 18 tooth blank in place.

When everything was assembled it all fitted OK in the primary chain case cover. The slotted holes in the frame that take the gearbox retaining bolts were long enough to allow proper adjustment of the primary chain which meant that the rear wheel chain adjustment available was still OK. It all looks good but the question yet to be answered is does it work? After the clutch was finished my attention turned to the handle bar fittings and cables.

I emailed UK seeking a period clutch and brake handle. I should have said that I want a period clutch handle and brake handle because the recipient read it as I wanted a clutch and a period brake handle. He could supply both. After making one I was now offered the genuine article. I had to buy it of course and it came in excellent condition with new friction plates.

To fit it to the bike I would have to change the engine sprocket again so I'll see how the home made one goes. Handle bars, fittings and control cables can be a bit fiddly but that's story for another day. *To be Continued*





USA, USA, W

The tale continues with George visiting battlefields where North fought South. Not much has changed in over 150 years as recent events have revealed. I'll handover to George to tell his story. *As told by George Loverock.*



With GEORGE

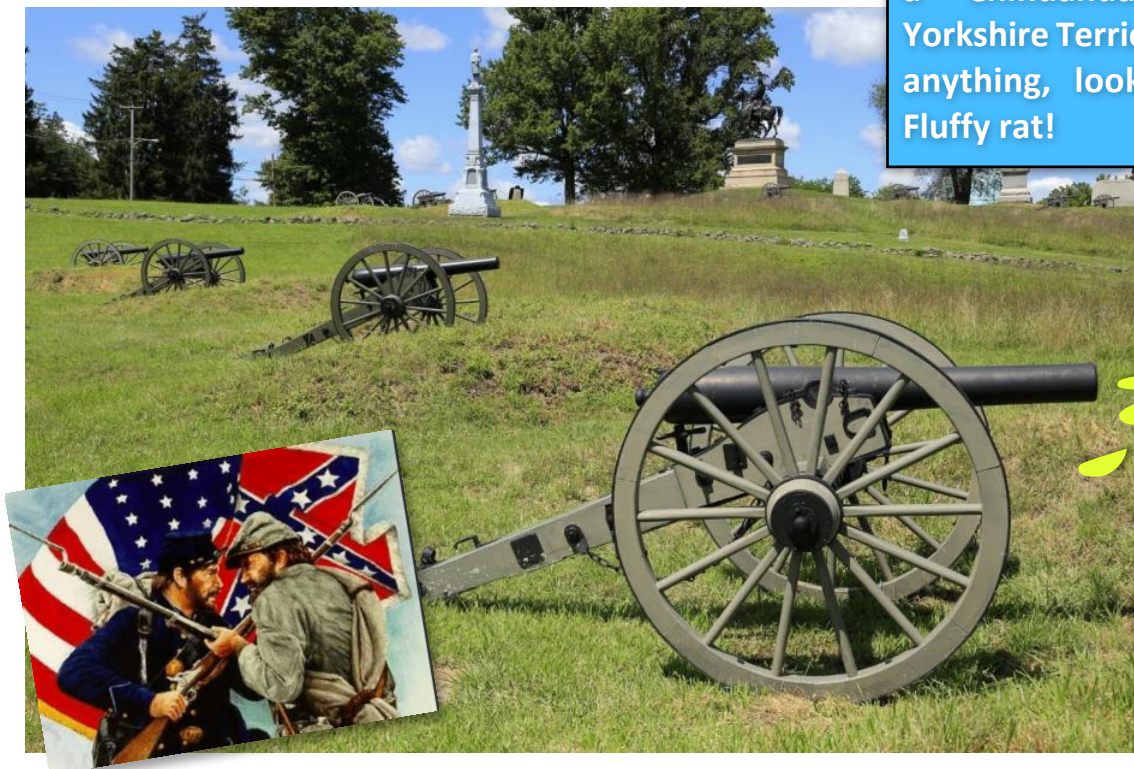
Like you, I have never heard of Mystic, however BAB dug it up and as a result we are here. Mystic Connecticut. South of Boston and north of New York on the coast. Historic town, great vista but at a cost. Obviously the rich and famous live around here. Last night I was drinking beer out of jam jars. Here fine dining and wine glasses. Had dinner tonight and guess what? My emails have been hacked. Asked for a beer and I was served a bottle with an ice cold Schooner glass. No jam jars within a mile. Things are looking up.

Drive down from Springfield was through great countryside of Vermont and Massachusetts. Called into Southport Harley Davidson so BAB could do some shopping. Then down we went to Connecticut and called into Yankee Harley Davidson with BAB doing more shopping. She's hooked. She wants a new bike with the bigger seat now. Was going to say that it would be cheaper to lose weight off the butt, but I wanted to finish the trip. Met Glen Wagner one of the employees who is also a retired police officer. Boy do they like retired Australian Police Officers over here. Helped us out with a lot with things to do and see.

Photo of the old historic town of Deerfield Massachusetts which still remains as it was when originally settled.



BAB stepped back and half squashed a cross between a Chihuahua and a Yorkshire Terrier, which if anything, looked like a Fluffy rat!



Didn't think I would have anything to report as we only rode from Gettysburg to Harrisburg via the Michaux National park and then down to York for our Harley Tour Tomorrow. The Michaux National Park was an outstanding motor bike ride undertaken in fantastic weather. Before we headed off to Harrisburg BAB directed me to the Battlefield Harley Davidson Dealership as she wanted to get some memorabilia to which I agreed. This was where the day got interesting. Inside the dealership BAB was doing her usual thing, talking when she stepped back to look into a display cabinet. As she did there was an almighty yelp from a dog. BAB had just stepped back and half squashed a cross between a Chihuahua and a Yorkshire Terrier. The owner went off. "What have you done to my dog.?" I said to her, "lucky for you she didn't sit on it. Would have been a different outcome." That got me daggers from BAB. BAB who I thought was a biker has become a Bikie. Her reply was, "Well I didn't expect to find a dog in the shop." "You should be more careful." "You should have more control over your fluffy rat." "What did you say" "I said control your fluffy rat, not even a proper dog" With the owner in tears and the staff not taking sides I thought it was best we leave. I reminded BAB that they have guns in Pennsylvania. I don't know what got up BAB's nose but something did she was on fire. She mentioned that mutton shouldn't get dressed up a lamb anyway and she doesn't need some 110Kg bimbo in a size 8 boob tube telling her what she should do. I hadn't noticed because I was concentrating on the customer service girl.

The tour of the Civil war museum was OK but it is not as good as the Australian War Memorial which does their presentations in a well defined time line. But it was very informative. When we arrived back in York we went to a Baseball game between the York Revolution and the Texas Sugar Land Skeeters. Front row seats. Half way through the game I went up to get a burger and drinks. Ordered a beer and would you believe it the attendant said, "I'll need to see some ID" I said, "Why I didn't need to provide ID to get a ticket." "No sir but you have to be 21 to purchase a beer." "Lady I am 60 years of age, it is obvious I am over 21." "Sir we have to be sure." "You have to be joking don't you? You're going to deny a 60 year old Australian a beer at his first ever baseball game." "No sir, I must make sure your are over 21, our policy." "I'll tell you what I will do. I'll go down and get my wife, who I have been married to for 41 years and bring her back. If you think anyone under 21 would be married to her I'll never drink again." "Sir that won't be necessary, I'll excuse you on this occasion but you should have ID." I did enjoy a Yeungling Ale from the Oldest Brewery in the USA. The hassle to get it blew me away.

Harley Factory tomorrow and I'm taking ID with me. Keeping BAB away from tattoo shops. Photo is scene around Gettysburg Battle fields, York Pennsylvania, remembering their fallen and baseball.

Able to report that BAB and I did the Steel Toe Tour of the entire York Harley Davidson Factory. It took us through the entire operation of the assembly of the touring and soft tail models both standard and CVO bikes. What was more important is that we were the first members of the public to see the new 2017 release bikes being assembled and as a finished product. Yeah you guessed it they didn't have the steel toe cap slip on boots for the tour in the Average Australian size so I had to wear a couple of clown noses on my feet. Compare to the others in the photo. I think they were trying to tell me something.

Because of the demand they actually put on double the tours for the day. Crowds lining up out the door. Luckily BAB and I jumped in at 0830 on Monday and booked. Met a couple of like minded Americans on our tour and they provided us with locations of great rides. Highly recommended by them is the Tail of the Dragon and Smokey Mountain. Check them out on the out on the net. We will come off the Blue ridge parkway swing a right to the Smokey Mountains and hit the Tail of the Dragon ride before descending on Ken and Beth for a Bourbon trail trek.

Riding from York to Frederick today almost saw the end of our tour and lives. Some idiot in front pulled over into the left hand lane to turn left off the highway into a side road. This was on US 510 in a 55 MPH zone. I was about 100m behind him on a green light and happily driving along, then 50 metres out he decided he didn't want to turn left and pulled back into my lane and stopped as the light just turned orange.

Luckily I had polished the chrome on the roll bar otherwise the outcome would have been different. Brakes on and a strategic manoeuvre to the left just missing his left rear end but straight into oncoming traffic. I was lucky he saw what was happening and he skidded to a halt enabling me to swing hard right.

BAB first words over the intercom were, "I need to change my underwear."



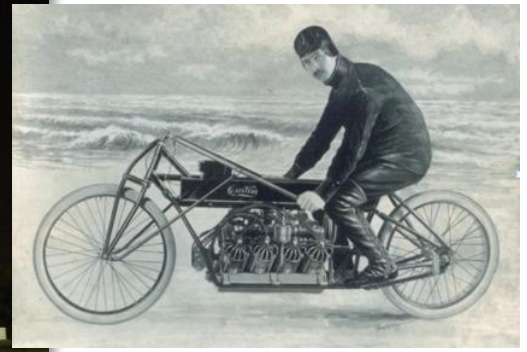
Now I know why Americans carry guns. Couldn't help myself so I had to give the driver a friendly wave. Thanks to almighty for being on our side today. Off to Washington DC tomorrow and will stay there until Monday. This will give BAB time to either do some laundry or replace soiled attire.

Well we made it to Washington DC without any major incidents. But I have to report that when I was OIC of the Bunbury Detectives I had a very loyal 2IC by the name of Gary Fraser. Fracas and his wife Fi joined us on our first bike trip to USA but couldn't join us on this trip. Gary my ex loyal friend is now permanently off my Christmas list and on the verge of being delisted from the daily email list. He happily volunteered a GPS, for me to use in the USA. Well because he couldn't join us I believe he has reprogrammed the GPS to ensure that it takes me through every stop sign, every red light, which it coordinates against me and through every Ghetto in every city I visit.. Our 48 mile trip today, via the loaned GPS, ended up being 75 miles. Insead of 1.5 hours it was 4 hours 2.5 of them stopped at red lights and stop signs. Fracas, when I return get ready for the prostate test with the GPS. What may save you is that BAB spotted a pub the Elephant and Castle and she took me by the ear and led me there where the pints were \$5.

Well today BAB and I visited Arlington Cemetery and were very impressed. I know it is not the correct terminology but very moving and commands a lot of respect and dignity. There is a lot to see and unfortunately we didn't get to see the entire establishment but what we did see was moving. Changing of the guards at the tomb of the unknown solder is exceptional. .

After all the walking we did in Washington BAB is almost up to jogging stage, I said almost. But then after talking to her and offering encouragement, I change my mind and suggested that she continue using the broom for transport. Hence her alias, 'The Witch'





1907 Curtiss V8 above & below at the Smithsonian Museum



BAB and I have just left Delaware after spending two days with Delaware most friendly couple, Liz and Jose @ the Terrorist. Jose for those who don't know is an illegal Immigrant from Venezuela with a striking resemblance to a middle eastern male. Put a turban on his head and you have a profiled Terrorist.

Had an amazing time and BAB was over the moon after being treated to a nice dinner for her 59th Birthday, courtesy of Liz and Jose. I was my same old grumpy self and bloody Jose showed me up big time. Took us to an elite restaurant and pampered BAB, pick the bill up and kicked sand in my face. The good thing is, I know where he lives, his phone number and that the USA has a terror hot line. I think I might just make a call to them nominating him as a terror suspect, pay back time Jose. Anyway Jose suggested that we take his car, bragger, Ford 150, plenty of room and it gets up and goes. I don't know if he knows it, but when I gave it a burst it went.

Jose suggested that BAB and I take the car down to Ocean City, Maryland so we could take a walk along the board walk and take in the ocean and views. His instructions were straight down the 54 turn left, 147 blocks, turn left into the car park and Voila your there. Yep we followed the instructions and Voila we got there. What the bastard didn't tell me was that each of the 147 intersection were manned by traffic light. I got a red light on 146 of them. The red lights in Maryland are a minute each. $146 \times 1 \text{ minute} = 2 \text{ hours and } 26 \text{ minutes}$. Then it was off to Virginia via the Chesapeake Bridges and tunnels. Great road until we arrived in the metropolis of Norfolk. Got out of there eventually and stayed in Williamsburg. This is a town that is well worth a visit if you are ever in Virginia.

Well we have made it to Front Royal to commence our trek tomorrow down the Blue Ridge Parkway, heading straight into the hurricane "Hermine". Hope its a class 5 Hurricane as there is a chance to lose BAB off the back if the winds are strong enough. Don't think a category 4 will have the wind strength. Anyway very interesting place Williamsburg. Everyone must have known we were arriving as they had the USA Army Band playing. We arrived and BAB wanted to check out her facebook and wanted WIFI connection, luckily I spied the only place in town with free WIFI, Street Dog Pub. Happy to let her log in. Walked around Williamstown and then off to bed. The old chain saw was in use again so up early to get a couple of photo's. Luckily I bumped into old Reilly, a local and he took me down to get some photo's of the very rare 'Jiggling Gagging Hens' of Williamsburg. You will see them running through the streets early morning. Then it was off to Front Royal. Liz and the Terrorist, who used to reside in Kentucky gave me a list of ten bourbons to try. Well Liz and Mohammed Jose I have scored a bottle of 1792, much to BAB's disgust. I am glad I discovered this bourbon as you learn something new everyday. 1792 was the year when Kentucky joined the Union of the USA, hence its name. See BAB drinking is good you! *To be continued.*

1976 to 1995 - 100 Years of Motorcycles in Australia by Murray Barnard



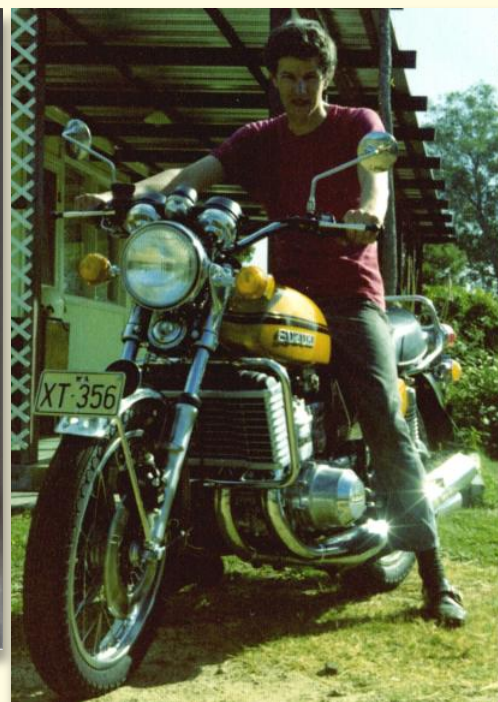
BMW was getting a staid reputation by the mid-70s as the Superbike race was on. BMW added a few cubes, bikini fairing and a fancy paint job and was on to a winner. The R90S was a well sorted bike by 1976 and a popular touring machine.



1976 Ducati 900 Super Sports was a raw sportster which looked like it was going at a 100mph but also could be quite a fragile motor. Quick in their day they can now fetch a high price in the right market.



Above: Moto Guzzi 850 le Mans - 1976 - a capable shaft driven Italian tourer and sporster. Solidly reliable yet a top performing and handling machine the le Mans was an iconic Italian cafe racer for the period.

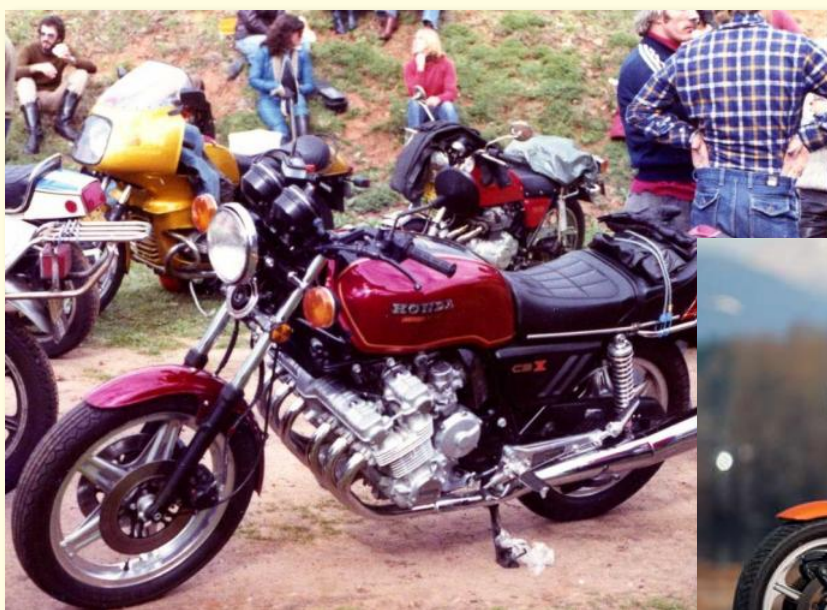


Above: The water-cooled two-stroke three cylinder GT750 by 1976 was a capable touring machine with tremendous sporting potential. This particular WA machine toured the East Coast two-up without a hiccup.



Right: Rallying was popular in the 70s and 80s and riders travelled all over Australia to participate. The big one in WA was the Black Duck held at Lake Dumbleyung on June long weekends every 2nd year. Seen here at the Black Duck Rally in 1983 are the turbo-charged Suzuki XN85 & the turbo-charged Yamaha XJ650. A fashion trend at the time all the major Japanese factories built them but none took off in the market, being heavier, more complex and suffering the dreaded turbo-lag.

Era of the big four and the big twin....the big two strokes moved aside as four strokes took over again, as tough Californian/USA emissions rules took effect. Heavy elephantine machines appeared at first, the "Universal Japanese Motorcycle" (UJM) four cylinder behemoths which didn't stop or handle fought for supremacy and got bigger and bigger. The Italian twins, Ducati and Moto Guzzi were very popular in the late 70s as not only did they look like they were doing 100 mph standing still, but, they sounded great, handled well, stopped well and performed well. BMW twins were still the pick of the touring motorcyclists but were losing ground in the power wars. Suzuki in 1977 brought out the GS750 Suzuki which was advertised as the best handling Japanese Four of it's time. It was far from it, and it wouldn't be until 1985, that handling and braking began to be less of an issue with Japanese machines. Weight and complexity picked up as the Japanese factories competed for ever more power from their four strokes. Kawasaki and Honda produced 6 cylinder machines which went like stink; but, handling was still an issue. In the early 80s Turbo-charged production bikes were a short-lived fad and Yamaha, Kawasaki, Honda and Suzuki all produced models which quickly faded away. Then in 1985, the Suzuki GSX-R750 appeared and changed the world of road going superbikes overnight. Using racing technology and an oil-cooled 4 valve, 4 cylinder motor in an alloy frame with race-bred handling and brakes the GSX-R was a sensation. So capable it over-shadowed it's race-bred cousin, the Suzuki RG500. Soon the sports bike race was on and Honda produced limited edition machines such as the RC30 VFR750R to try and beat the Suzuki in Superbike racing. Yamaha produced the FZR750/1000 and Kawasaki the ZXR750 Ninja. Race replica two-strokes had their final fling with superb machines such as the Suzuki RGV250 and the Kawasaki KR1-S. Soon upside forks, alloy frames and race fairings on roadbikes appeared everywhere. The Honda 900 Fireblade introduced scintillating performance. The 4 valve Moto Guzzi Daytona 1000 had performance, whilst handling as nimble as a 250. The British bike industry finally came back with a bang in 1994 with the 1200 Triumph Daytona. The big bike era was on....



Variety was the name of the game in the early 80s, *left*, the Suzuki DOHC 4 cylinder GS1000S, *above*, The V-Four water-cooled Honda VF1000F, *below left*, the 24 valve Honda Six CBX 1000cc and *below*, The 3 cylinder DOHC Laverda Jota 1000cc.





They're everywhere, they're everywhere....the bike to have, which set a benchmark for spirited riding in 1981. What were they waiting for, Yamaha water-cooled the TZ in the early 70s!



The Ducati 888 for 1991 built on the 851's success.



Above: The 1985 Suzuki GSXR750 heralded the new age of the race replica superbike. A groundbreaking machine, with alloy frame, 4 cylinder oil-cooled engine and race handling, performance and styling. Motorcycling would never be the same again.

Left: The 1987 FZR1000 was one of the powerhouses of the late-80s. Its engine made a mighty 145 hp with it's -5 valve-per-cylinder head, too.

Below: The 1992 Moto Guzzi Daytona introduced a new range of 4-valve sporting road bikes for Moto Guzzi.



Left: 1992 Honda Fireblade CBR900RR, a big motor in a small package.

Right: The 1993 Suzuki RGV250, race replicas never came any better.



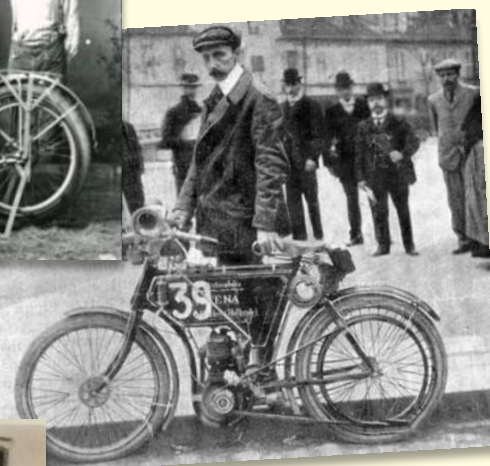
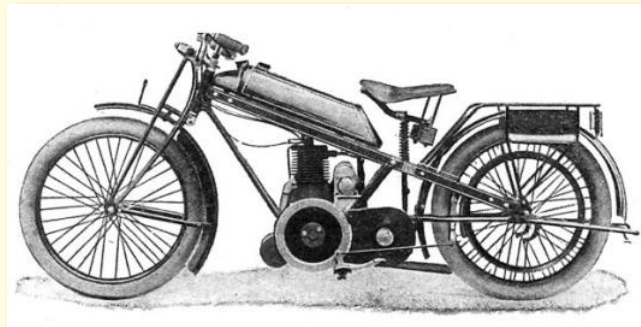
Below Left: The 1994 Triumph Daytona 1200 Four cylinder



Thus, a 100 years of motorcycling progress in a nutshell, which brings us up to the Club's 25 year cut-off. Motorcycling in Australia 1896 to 1995. The next 25 years up to the present bring a range of machines into play which we could never have imagined, mighty pocket rockets with race handling and performance. The face of motorcycling continues to change and nothing stands still for long, not even vintage and classic motorcycling. This series has only scratched the surface and many favourite machines couldn't be featured; but, I will bring it to a close for now. Hope you enjoyed it. - Murray Barnard

KNOW YOUR BIKES?

Know your motorcycles? Well see how many of these you get, answers inside back cover, hint they all begin with an A or a B



CLUB REGALIA

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428

We can walk and talk like a club, but let's look like a club, Andrew would like to hear from you when we get back together again. Please help Andrew out, he would love to move some of this gear after lockdown.

Hi- Viz Vest	\$20	Fleecy Top	\$50	Cloth Badge	\$10
Polo Shirt	\$25	Winter Jacket	\$80	Fleecy Top	\$50
Windcheater	\$35	Machine Badge	\$20	Winter Jacket	\$80
Cap	\$10	Stubbie Holders	\$5	Machine Badge	\$20
Beanie	\$10	Floppy Hat	\$10	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)	Sticker/Decal	\$2 or (3 for \$5)		



NUMB BUMS & OILY RAGS *by Adrian White*

Here's a chance to exercise your brain, which might have become a bit sluggish in the current climate.

Begin with the word "STARTLING" which is nine letters long, and each time you remove one letter from it, it still remains an English word. From nine letters, down to one. Good luck! Answers bottom of page.

On a sadder note: Two non-club members of WA motorcycling note have recently passed away:

Bunbury Club Motorcycle member **John Olsen** (pictured right), succumbed to pancreatic cancer on June 27th. John was a pretty handy scramble rider "back in the day" and a long term, popular Bunbury Motorcycle Club member. Our condolences to John's family.



Glen Britza (pictured below) lost a short fight with liver and kidney problems on June 27th, 2020. A true gentleman, his qualities as a motorcyclist and dedicated, ever helpful clubman are well recognised, with induction to Motorcycling Western Australia Hall of Fame, and life membership of both Bunbury Motorcycle Club and the Indian Harley Club. Glen was a successful competitor in scrambles, including several forays to the Eastern States. He also, later on, showed talent as a road racer. His talent and courage were never better displayed than when he rode his "Wheels of Death." This was similar to a treadmill, but was driven by a motorcycle (an Ariel of course) sitting on belt; Glen would then fire the bike up and ride. Watching this at the Albany Extravaganza was nerve wracking, with Glen riding through the gears until he was doing about 40 m.p.h., standing still. Then he took his hands off the bars! One slip would have horrendous consequences, but to Glen, just a ride. There will be a gap at the Bunbury Two Day. We'll miss you Glen. Rest In Peace. Our condolences to Glen's family.



Some of Glen Britza's achievements include:

- 1962 2nd Place 250cc Australian Championship
- 1966 250cc MX WA State Champion
- 1967 500cc MX WA State Champion
- 1967 Unlimited WA State Champion
- 1968 2nd Place Sidecar MX WA Championship
- 1969 2nd Place Sidecar MX WA Championship
- 1969 500cc MX WA State Champion
- 1969 Unlimited WA State Champion
- 1970 500cc MX WA State Champion
- 1971 500cc MX WA State Champion
- 1972 2nd Place 500cc Road Race WA Championship

WELFARE REPORT *by Adrian White*

Colin Tie, "Mr Gold Star" himself, has suffered a very patchy run health-wise lately, with his doctor seemingly at a loss as to what might be wrong. Finally a scan revealed an issue requiring a course of radio-therapy. After a delay during the Covid19 lockdown Colin has now commenced a series of daily doses which we all hope will see Colin fully recovered and active on his Goldie again.

Long term Club member Ken Hopkins has struggled with dementia for some time. His wife, Maureen, has cared for him, but a recent stroke has left her unable to carry on. They sold their house, two days on the market, and have moved in to Opal Aged Care in Murdoch, which Maureen says is a nice facility. Opal telephone 6332 6200. Ken was an active member, having fastidiously restored a 1951 Royal Enfield 500 twin, and a swinging arm B.S.A. Golden Flash. He also had a 1928 B.S.A. 350. We wish them well in their new surroundings.

Sad to report Bruce Kirk was recently hospitalised with a collapsed lung. This is a tough time for Bruce and comes as he is in the throes of moving house and clearing out his home and shed of many years. Our thoughts and best wishes go out to Bruce who is receiving assistance from his family. Pleased to report Bruce is back home and recovering.

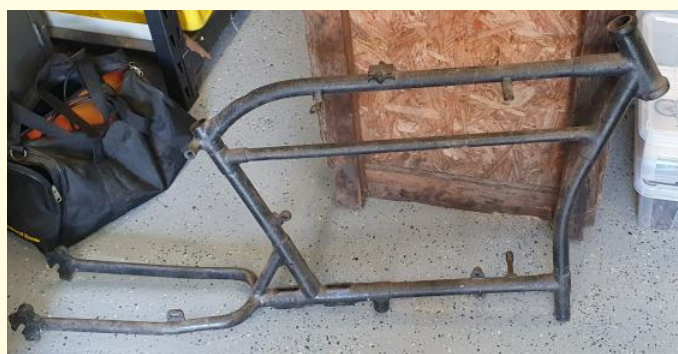
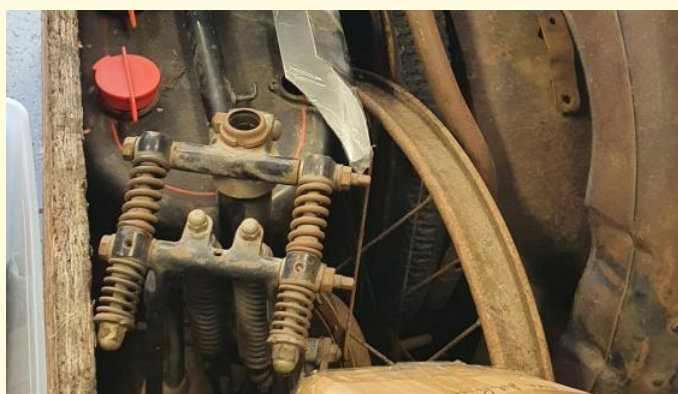
Don Price was pretty well knocked about, after being taken out by an arrogant young woman at the roundabout on Canning Road. His injuries took time and help from the medical profession to fully heal; I'm delighted to advise he's now fully OK again.

Last month, Roger Bowen was really struggling, becoming depressed by the whole business of not having a stomach. Still not well, he's "dug deep," and now sounds to be in a far better state of mind. A change in doctors means Roger will be given an endoscopy, and a CAT scan to ensure his internal workings are as they should be. Good luck Roger, we wish you well.

MEMBERS CLASSIFIEDS

FOR SALE

1924-1926 RALEIGH: Thought to be a 350 side valve Model 5. Most important parts there including motor, gearbox, frame, tank, seat, wheels and some tin wear. There seems to be some Douglas parts intermixed with the parts which can be negotiated for separately. In particular an early 1920's frame and subframe. Husband bought bike to restore but unfortunately has passed on. \$4,000 Ray 0420223737



NORTON 1935 ES2 Excellent machine in all respects - \$14,000 ono

EXCELSIOR AUTOCYCLE 1961 Restored and very good runner \$1500

MOTOBECANE MOBYLETTE 1980 Twist & go, good runner \$600

BSA ENGINE A7 Longstroke 1949 no internals but all cases, head, barrels etc refurbished \$480 ono

MYFORD L7 LATHE very good condition with all the fruit & stand \$750

FORBES BENCH DRILL very heavy duty will take up to 1" drill 10 speed \$400 ono

Contact Bruce Kirk - Mob: 0474854440

STEEL BIKE TRANSPORT FRAME. Suits to 250kgs. Forklift suitable. Tie down points. \$50

BSA BANTAM MUDGUARDS: Fibreglass front and rear. \$100 each

BSA BANTAM MUDGUARD MOULDS for fibreglass work. Front & rear. \$100 each

BSA BANTAM MUFFLER. New \$375.

Warren McEvoy 0487 799 007 wamce78@gmail.com

All ads (including services) will run for maximum of 3 issues. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to benrners@iinet.net.au

1960 350CC R.E. BULLET: which has recently been fully restored, it is club registered. It runs well and starts on the first kick. I have the full list of parts fitted and engine work carried out during the restoration. Due to arthritis in my hands I don't feel confident to continue riding. \$5350 ONO Contact Stuart 0406214552 or stuartb.132@gmail.com



TRAILER: Erde Flat Top Bike Trailer with new rim and spare tyre - \$720.00

ARIEL 350 1951 OHV with Anstey Link Type Spring Frame Rear End - \$3900.00

OUTFIT - SUZUKI GSX 750 + COZY SIDECAR Factory built and all in good condition - \$4,600.00
Ron Chave 0491 630 630

1924 AJS V Twin: very complete, Needs Resto, \$10,000 ono

1920 AJS V Twin: \$8,000 ono Needs Resto.

1933 Panther 350cc, First of the Red Panthers Made, Rare smaller bike. Needs Resto, \$5000 ono

Contact Shaun Meaney 0417 837 759, email, oldrustybikes@gmail.com

R1100RS 1997 with only 73000 kms on the clock. Cracking bike and was my country commuter for many years. Less common half faired model with groovy header pipes. Comes with panniers and Tank bag. Do yourself a favour and buy it. \$4000. Shoulders stuffed and no longer being used as I am now no longer working in the Bush sadly. Call Mike 0428881018



1988 HONDA GOLDWING GL1500. Super low 26,000km. Recent \$2,000 service at west coast Honda including new generator. New tyres. Long full rego until 30/05/2021. Club eligible. \$6900 or near offer. Ring Sean 0423321279 Located in Perth northern suburbs



BMW R80 GS: 1981 German import 404 licensed. Unfortunately due to health issues and old age the BMW has not had a lot of use. It is in very good order and runs quietly and smoothly like all of this model. These particular models are now becoming quite rare and are well sought after. If interested please contact Geoff on (08) 9417 7701 the asking price for the BMW is \$11500



WANTED

MOTO GUZZI "SMALL BLOCK" PARTS for V35 GT Circa 1985-89. Lot of parts for sale or swap for a Moto Guzzi V65 including frame, engine bottom end and barrels, cylinder heads & a complete gearbox. Colin Hankinson Mob: 0419044850

BSA HM19 FRAME to suit 1937 M20. Front half of frame would suffice but happy to buy full frame. Lionel Rudd 0449 536 233

WANTED FOR 1937-39 250/350 EMPIRE STAR - Top steering yoke or any parts Ph 92282242 0458160810 Barry White

NORTON COMMANDO 1971 - INNER Primary Chain Case. **1920's TRIUMPH - 7/8" HANDLE BAR CONTROLS:** brake, clutch, air/ignition (dual), throttle, EV. Lifter. Contact Terry 0438936497

PRIMARY CHAINCASE COVER wanted for BSA B40 Military P/N 40-1003 Paul Smith 0407386877

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are now manufacturing mudguards in Donnybrook for export all over the world.
www.vintagesteel.com.au Ph 0497 999 011

"NEARLY FINISHED"

I can't believe the examiners failed me on my mind-reading test. What were they thinking?

I always wanted to be an astronaut, Just like my Dad. He always wanted to be an astronaut as well.

Thieves disguised as paramedics have broken into a vegan couples home and taken their pulses.

I've got this awfully bad disease where I can't stop telling airport jokes. The doctor says its terminal.

My neighbour made me fill in all my postholes in case they caused offence!

I think my wife was testing me when she said....."which do you prefer a pretty woman or an intelligent woman?" I said.. "Neither of them love, I prefer you"

Johnnie asked for time off because his wife was going to have a baby. The following day, his boss asked him what it was – a boy or a girl. "Too early to say," said Johnny." "it'll be another 9 months before we know the answer to that."

I was an accountant from the age of 20, to the age of 29, before I was sacked for no apparent reason. I thought, " What a waste of 14 years."

I woke up to find that someone had dumped a load of Lego outside my front door... I don't know what to make of it.

My Doctor fell overboard the other day... at his funeral, we placed a life jacket on his coffin. It's what he would have wanted.

I felt like my body has gotten totally out of shape during lockdown, so I got my doctor's permission to join a fitness club and start exercising. I decided to take an aerobics class for seniors. I bent, twisted, gyrated, jumped up and down, and perspired for an hour. But, by the time I got my shorts on, the class was over.





Pic - Chris Davis: Keith, in practice for the bbq in Aug.



I hope the tree is OK!

"TOO NOISY!" WELL STRIP HER, WASH HER IN PARAFFIN THEN HAVE A GO AT HER BIG END — THAT'LL QUIETEN HER.



"We note that your machine has got petrol, a nice fat spark, good compression and correct timing but will not start. The cure is to sell it and buy something else"



Bernasse 1906



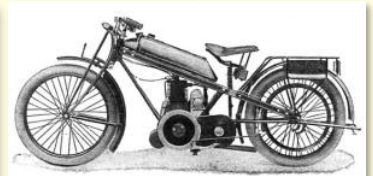
1913 Albatross



Altena 1904



Anglo-Dane 1912



Arbinet Aîné 1924



Arrow 1913



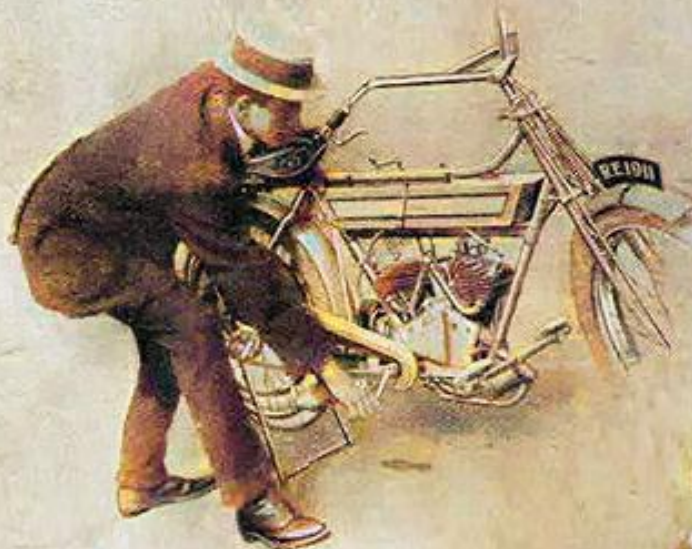
ASL 1911



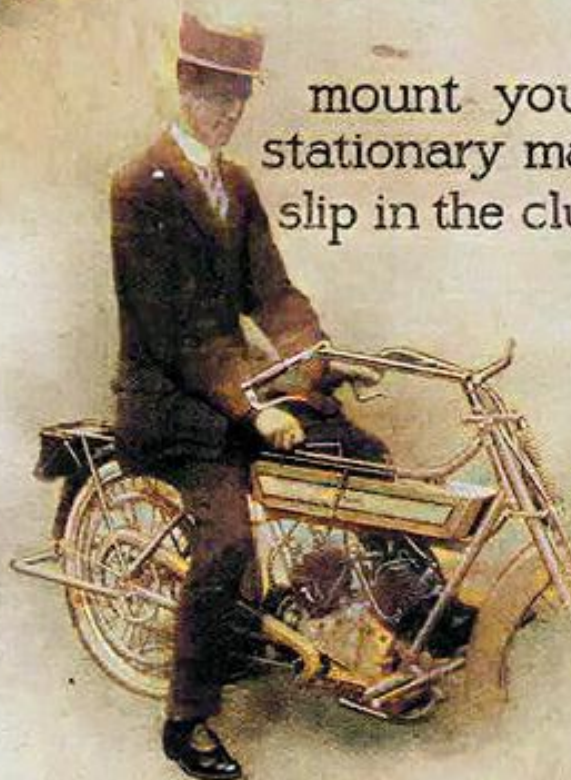
Aston-Ellis 1923

Arbinet, Albatross & Bernasse built in France. Altena is Dutch, Anglo-Dane is Danish, Arrow is USA and ASL and Aston-Ellis are English.

Details from A-Z of Motorcycles on www.ozebook.com



You give a half turn
of the starting handle
as in car practice —



mount your
stationary machine,
slip in the clutch —

There you have

one of the many exclusive refinements which go to make the luxurious 2½ h.p. ROYAL ENFIELD—fitted with our patent two-speed and free engine gear—

"The most perfect lightweight ever produced."

Full particulars of our

**Special Slipping
Clutch, Spring Fork,
Clean Handle-bar,
Highly Efficient
Engine, etc.,**

are given in the Art Catalogue,
yours on application to Dept. H,

**ENFIELD CYCLE Co., Ltd.
REDDITCH.**

And 48, Holborn Viaduct, E.C.

and glide away
at any speed from
four to forty five
miles an hour
as desired.



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DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

SEP 2020



GEORGE, GUNS AND BOURBON

Plus: Chittering Run- Elliott's Triumph Restoration -
Part 5 - Vale Don Chesson - David Main's Tall Tales -
Colin Hankinson's True Confessions

CLUB CONTACTS - the people who keep the place running

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Nic Montagu – 0427171702 chair@vmccwa.com

Deputy Chair: Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550

secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763

treasurer@vmccwa.com

Communication/Assistant Secretary: Murray Barnard –

0434215665 cobrat500@gmail.com

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au,

Events Coordinator: Stephen Hills – 0413678604

steve.mag@icloud.com,

General Committee Members: [John Meneghini](#) -

jme36698@bigpond.net.au, [Neil Freeman](#) -

vn_freeman@outlook.com

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0434215665 cobrat500@gmail.com

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Registrar: Lat Fuller registrar@vmccwa.com 0468310215

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website @ vmccwa.com

Dating Officer: Pre 1931: Michael Rock – 0437999009
(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson –
0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103
les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,
Greg Eastwood – Coolbinia – 0438041072,
Jim Douglas – Kallaroo – 94016763,
Maurice Glasson – Mandurah – 0410000617,
Colin Brazil – Warwick – 0437607067,
Les Vogiatzakis – Dianella – 0488915103,
Murray Barnard – Roleystone- 0434215665
Hans van Leeuwen – Mount Nasura - 0419921693

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863
membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake –
0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563
sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley -
0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Club Trailer: see Unit Caretaker

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons
94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Club-
rooms is required for your event Ph. 94532728 Mob.
0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary
Pre-31: Art Woldan – 93303264, Treasurer: Greg Macham -
0477021870 (fees payable to BSB 016499 Acc 481977532)
Meet every 4th Wednesday of the month. 8pm, 6 Hickey
Ardross

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604
steve.mag@icloud.com, Treasurer: Chris Davis –
chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc
0260192. Facebook : facebook.com/groups/vmccwapost70
Meetings are held on the 3rd Monday of each month. 7.30
pm Unit 4, 4 Malcolm St, Maddington

ALBANY SECTION: Chair: Paul Armstrong – 0417051378
(patnpaul2016@gmail.com), Albany Section Secretary:
Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc –
21998733

Club Postal Address: P.O. Box 2268, High Wycombe,
W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and
post, you need to register on Facebook & then message
web admin).

THE VINTAGE CHATTER: is the official newsletter of The
Vintage Motor Cycle Club of WA (Inc) A0750092T
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welcome contributions from Club members. Submission of
pictures either by email or in posting to club Facebook
pages is taken as permission to publish in the Chatter.
Opinions expressed by columnists are personal opinions
and not Official Club policy. Cut-off for submissions is no
later than 5pm on the 12th of each month. The impossible
we do, miracles take longer.

BASIC PRINCIPLES: The Club exists for ALL members. As such,
approved events will be advised in advance to all members
through the Chatter. The Club values the privilege of 404
concessional licenses. To protect this privilege the Club will
always advise the legal requirements and DoT expectations
to members. Compliance is an individual's responsibility.
Your privacy is paramount, you should only ever receive Club
authorised bulk emails through the club website/web
administrator.

Front cover: Bruce Kirk **Back cover:** Keith Wishart

WHAT'S ON!

While the WA border stays shut we are enjoying a return to most Club activity, despite cold mornings lately.....

1. Monthly meetings are back although restrictions still apply. The Clubroom can only accommodate 45 at a time.
2. Section meetings have re-commenced with Section fees due.
3. Weekly Coffee meets are on, Tuesdays at Yanchep Lagoon and Thursdays at Pickering Brook, Bean 2 Brook Cafe - 10am.
4. Parts Store and Library are open Wednesday mornings.
5. Approved Club runs have re-commenced. See the events calendar.

In all these cases hygiene and physical distancing requirements will still need to be met.

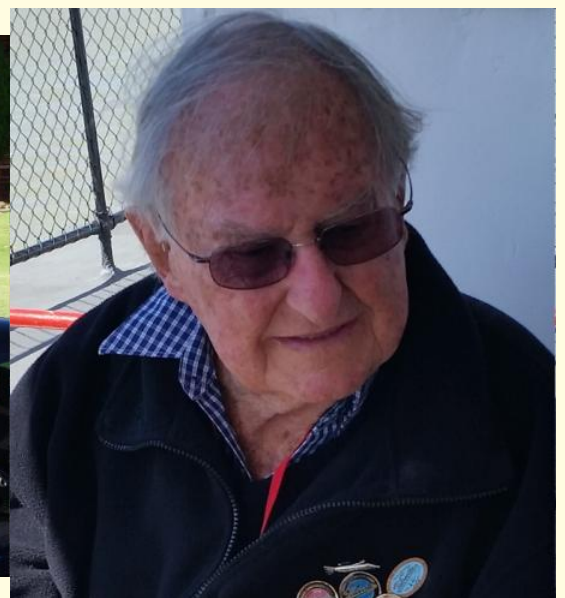
Please check the club website at times to see if there are any updates on the situation – vmccwa.com/oilyrag

UP FRONT - Matters of Note

BALLOT FOR MACHINES: The bikes for sale can be viewed in the Parts Store. Expressions of interest in purchasing the machines can be lodged with Keith or Chas in the parts store. If you are unable to attend the parts store you can email your expression of interest to the Secretary. The ballot will be drawn at the September Monthly Club meeting. The machines for sale are 1984 Suzukis, both on 404 licence. Price for the TS185 is \$1350 and for the DR600 \$2200.



VALE - MAX MARDARDY 15/2/1930 - 12/6/2020: Max was born in Townsville, at the start of the war the family moved to Sydney where Max became a high achiever at Sydney Grammar School. After finishing university, as an electrical engineer, he made a significant contribution to the Snowy River scheme. He bought a 1949 MAC Velocette as cheap transport for a student; the bug bit and he became a lifelong Velo Fellow, riding rallies and touring all over Australia. He moved to Perth over forty years ago. During his work, which took him to many remote locations, Max discovered a 1920 Cubitt motor car. This was a very rare, short lived English tourer, of which only seven are known to exist. Of these, Max's beautifully restored car is the only one running. Max rode a 1949 MAC Velocette. Max is very warmly remembered as an intelligent, amiable, nice-to-be-with man. Our condolences to his family. *Adrian White (Photos - Paul Barfoot)*



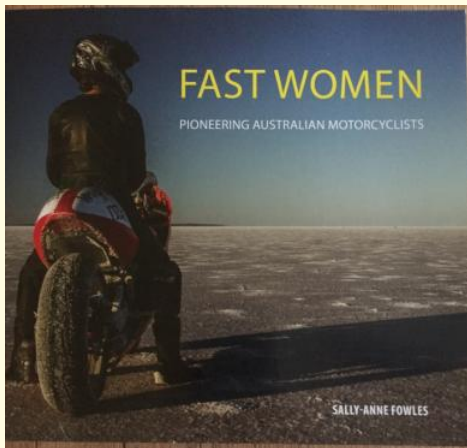
UP FRONT - Cont'd

NOMINATIONS FOR LIFE MEMBERSHIP: Nominations are invited to fill vacancies. Please submit written nominations to the Secretary by 2 September 2020. Nominations should be for exceptional service to the Club and/or management contribution accompanied by reasons for nomination.

COMMITTEE MATTERS: 1. Membership applications have been approved for the following - John Sander, Roger Cass, Andy Miller, Graham Prall, William Knuckey, John Neylon, Darren Gazolla & Bruce Johnston. 2. The committee has agreed to a \$100 donation to the Beverley Men's Shed who are hosting a BBQ at Beverley for the Club on the WA TT run in October. 3. The Old Iron is booked at Cannington for 21 March 2021. The committee will meet in early November to assess prospects for this event having regard to any continuing Covid19 restrictions. The theme for the 2021 Old Iron is the 100 year anniversary of Moto Guzzi. 4. Meeting agreed to installation or re-installation of fans in the parts store & library. A light will also be positioned outside the parts store building to light up access to the area at night.

LIBRARY: Books donated by Andrew Hobday for the library - Triumph 250cc workshop manual, Honda CB450 shop manual, Honda 750cc four 1969 to 1978 service manual, Yamaha 250cc/350cc twins 1965 to 1975 service manual, Yamaha TX750cc service manual, Yamaha XS-1 650cc service manual, Suzuki service data all bikes to 1972, Yamaha 650cc twins 1970 service manual, B.S.A replacement parts list B44 Victor special, Honda CB750cc service manual, B.S.A spares Bantam D1 1949 & Suzuki T500-II service manual.

Ken has also advised that the following rather alarmingly titled book (see below left) has been obtained for the library.



LIBRARY ONLINE: Firstly, Ken & I have obtained the library accession list off the Library system and put it on the Club website. In this way it is easy to see and search what books are actually available in the Club Library. The book registration number is included along with the author and title. You can then ask Ken if you can borrow the book next time you are in the library. The search function makes it easy to see what is available. There are 2670 items listed. See below left.

Secondly, I have scanned or sourced, over many years, over 1500 manuals, catalogues, brochures, books, technical instructions etc covering 100 years of motorcycling & a large range of marques and machines. I am donating this vast resource to the Club and as previously mentioned placed them online where they can be downloaded as required. There are 2100 items online now and this enhanced Technical Library will become a permanent resource for the Club for many years to come, preserving many documents which may otherwise have been lost. *Murray Barnard*

Search			
Code	Location	Name	Author
001X01	PERTH	BOOKS IN THE PERTH SECTION MAIN LIBRARY	
001X1	A	A.J.S. OF WOLVERHAMPTON	S.J.MILLS
001X2	A	A.J.S.	MICK WALKER
001X3	A	Ajs And Matchless Gold Portfolio 1945-1966	R.M. CLARKE
001X4	A	A.J.S. & MATCHLESS SERVICE AND OVERHAUL MANUAL	F.NEIL
001X5	A	A.J.S. & MATCHLESS SERVICE AND REPAIR MANUAL	F.NEIL
001X6	A	Illustrated Ajs & Matchless Buyer's Guide	Martin Redmar
003X1	A	A.J.S. & MATCHLESS SINGLES	F.NEIL
004X1	A	A.J.S. & MATCHLESS SINGLES	F.NEIL
005X1	A	A.J.S. MOTORCYCLES PRACTICAL GUIDE FROM 1931	F.NEIL
006X1	A	A.J.S. MOTORCYCLE PRACTICAL GUIDE FROM 1931	F.NEIL

Main Club Library Index is now online & searchable

VMCCWA Technical Library Online	
1705 files in 1 folders (15.75 GB)	
Return to Homepage	
tech ▶	
<input type="checkbox"/>	Aermacchi Racers 1968.pdf
<input type="checkbox"/>	Aigle 1906.pdf
<input type="checkbox"/>	AJS 1911 Sales brochure.pdf
<input type="checkbox"/>	AJS 1912 Sales Brochure.pdf
<input type="checkbox"/>	AJS 1914 - 1916 How to Manage Them Parts List.pdf
<input type="checkbox"/>	AJS 1915 Preliminary sales catalogue.pdf
<input type="checkbox"/>	AJS 1919 1920 Motorcycle Owners Maintenance Instruction Manual.pdf
<input type="checkbox"/>	AJS 1921-1924-spareparts.pdf
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<input type="checkbox"/>	AJS 1925 E3 E4 E5 Service manual.pdf
<input type="checkbox"/>	AJS 1926 parts book.pdf
<input type="checkbox"/>	AJS 1926 Williams Australian Sales Catalogue.pdf
<input type="checkbox"/>	AJS 1927 Instruction Manual H3 H4 H5.pdf
<input type="checkbox"/>	AJS 1927 Model H.pdf
<input type="checkbox"/>	AJS 1927-1928 Pitmans Book of the AJS.pdf
<input type="checkbox"/>	AJS 1927_1931 Notes of repairs.pdf
<input type="checkbox"/>	AJS 1928 AJS Instruction Manual K7 K10 OHC.pdf
<input type="checkbox"/>	AJS 1928 Range.pdf
<input type="checkbox"/>	AJS 1929 francals.pdf
<input type="checkbox"/>	AJS 1929 M Series Instruction Manual.pdf
<input type="checkbox"/>	AJS 1929 OHC Cut-a-way engine.pdf
<input type="checkbox"/>	AJS 1929 Pitmans Book of the AJS.pdf
<input type="checkbox"/>	AJS 1930 Pitmans Book of the AJS Supplement.pdf
<input type="checkbox"/>	AJS 1930 Poster.pdf
<input type="checkbox"/>	AJS 1931 AJS Instruction Manual.pdf
<input type="checkbox"/>	AJS 1931 Pitmans Book of the AJS Supplement.pdf
<input type="checkbox"/>	AJS 1931-1952_F.W.Neill_Handbook.pdf
<input type="checkbox"/>	AJS 1932 Series T Handbook.pdf
<input type="checkbox"/>	AJS 1932-1948_Pitmans Book of the AJS .pdf
<input type="checkbox"/>	AJS 1933 33-7 OHC Trophy Handbook.pdf
<input type="checkbox"/>	AJS 1933-1934 AJS Pitmans Book of the AJS.pdf

Tech Library is online, searchable & downloadable

UP FRONT - Cont'd

VALE: DON CHESSEON: *Sadly Don Chesson passed away on 25 July 2020 at the age of 93 years. Probably the best way we can remember Don, who was an avid Velocette man, road racer and clubman is to reprint the photographs and an article I wrote for Classic Motorcycle Australasia in 1988 – Murray Barnard*

Don Chesson isn't entirely one-eyed, he does for example possess a very nice Excelsior Manxman and a BSA Shooting Star. He also isn't very disparaging about other bikes and is happy to discuss anything to do with motorcycles. His greatest love however is clearly Velocettes and there wouldn't be much about the makings of a Velo that he doesn't know. Don not only rebuilds Velocettes in a way that the mechanically inept can only envy, (and I'm probably the most envious); but at the age of 60 years, Don is still pushing his beloved Velocettes around the track. Racing a Velocette is something Don has been doing since 1947 and his son Gary has now taken up the Velocette cudgel and has done a good job recently on a 1951 350cc MAC Velocette. Owning a Velocette is something most of us dream about, for the 500cc motor, properly fettled, must be one of the sweetest singles to ride quickly.

The Velocette motor is a tidy and attractive design and whether we are looking at a 1920's flat tanker or a 1960's Venom the motors look thoroughly British. The deep black paint of the tanks and the gold pinstriping is both traditional and pleasing to the enthusiast. The mere possession of a Velocette KTT would satisfy most motorcycle enthusiasts, however Don has allowed his interest and fascination for Velocettes to develop to the point where he could ride a different KTT every day of the week should he feel like it.



Don is a plumber by trade, however he has honed his blacksmithing skills to the point where he can modify and manufacture most items that he requires to keep his collection on the road. His ingenuity knows no bounds, and leaves mere mortals like myself aghast! A source of much of his material has been the local tip where tensile bolts are yielded up by old sheet metal and levers also come the same source. Clutch and brake levers are no problem, Don fashions metal rod with the eye of a craftsman into very attractive and functional levers. The lack of a tank is quickly alleviated by examining photos and fashioning a suitable metal tank that looks very much like an original. The lack of original KTT items has not been a problem either. Don has carved patterns out of wood and with the necessary alloy coming from recycled car and truck pistons has cast whatever he needs. Bert Priest in Carlisle does the actual casting and has provided him with crankcases (some nine sets so far), brake shoes, brake backing plates, timing covers, bevel boxes and even TT carburettors and pistons. Don machines the castings and manufactures any necessary fittings. His TT carbs are light and look very usable, Don doesn't confine his ingenuity only to manufacturing replacement parts. Examination of his motorcycles reveals modifications to the engines to improve reliability and performance. Most visible are the built up flanges on the barrels of the early KTT models to strengthen them. Without this modification the flanges were likely to shear off when running on a high compression and alcohol.

Gary unfortunately dropped the 1951 350cc MAC at Wanneroo recently and the engine ingested some sand. This required the engine to be removed from the bike and gave us the chance to look at the motor closely. Don's sensitive touch is immediately evident, not only is the motor clean and oil tight but the head has been modified by the removal of a portion of the head casting and an earlier rocker box has been fitted to enhance airflow and cooling.

Don's engine experience has no doubt been obtained through his many years of racing one marque. He first road raced in 1947 with the Indian

Motorcycle Club on a 1929 350 OHC Velocette. Don has ridden on most tracks around the state including Albany, Wundowie, Kellerberrin. Mooliabeenee, Caversham and Yanchep. Yanchep was always an experience being only a 6 foot wide strip of bitumen, over a limestone base, winding through the Park. Mooliabeenee was a World War Two Airstrip near Gin Gin and Don recalled when Geoff Duke rode at the track on his Gilera Four and seemingly thousands of cheering Italians waved him on. It was 104 degrees in the shade that day and Don recalls Geoff Duke being carted away to his tent suffering from the very un-British climate. Other notables to test Don's riding skills included Bill Lomas and Dickie Dale who rode their Moto Guzzis at Caversham. Don remembers clearly the fastidious attention to detail taken by the factory team to save weight on the Guzzis. The bikes were finished only in Zinc Chromate to save weight, the drive sprockets were duralium and the bearings were not end-capped. Undoubtedly the exposed Timkim bearings would have suffered considerably from the West Australian dust.

UP FRONT - Cont'd

Don rode consistently and safely, placing occasionally in the State Championships. He generally was a midfield runner who specialised in the reliability of his bikes. His bikes started well, ran well, and kept running. His major Interstate rides were at Amaroo Park in 1977 and 1979 in the Historic Classes. He participated in the Trans-Tasman Series in 1979 as a New Zealand Team member and was privileged to see Mike Hailwood ride at the meeting.

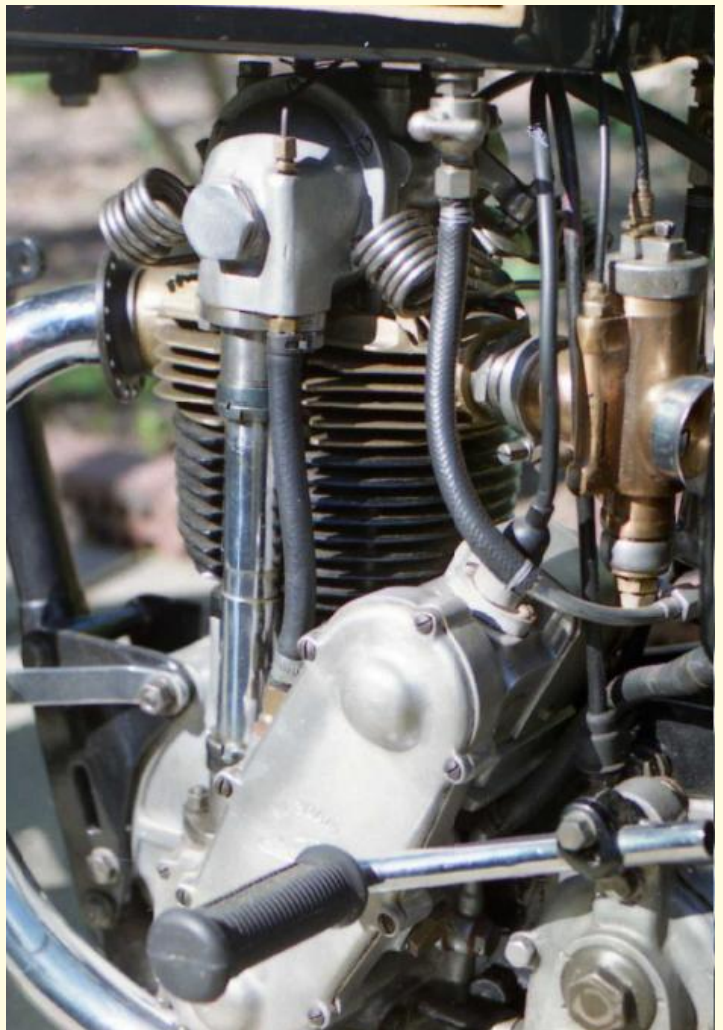


Don prefers the Pre-war Velocettes and has built up a considerable collection of parts to help keep his motorcycles running. A lot of these parts were collected in the sixties when motorcycle spares were being off loaded by the trade for a song. A large job-lot of Velocette engine parts were obtained at this time by Don from Clintons in Subiaco.

Dons' bike collection features some interesting Velocettes; the first motor cycle he restored was a 1929 350 KTT flat-tanker similar to the first bike he raced. His collection of KTT's includes a 1934 350cc KTT and a 1935 Works Dog Kennel KTT (so-called because of its peculiar shaped cam-box) which features electron castings. In addition Don has restored a 1934 350cc Mk V KTT which has a bronze head and twin hairpin valve springs, a 1936 Mk VII KTT and a 1951 250cc MOV. Don is working on a number of bikes at present including a 1939 tapered swinging arm model KTT, a 1947 Dowty Oleomatic forked KSS Velocette, a 1934 KTT and similar to the first bike raced. Much of the bike has been hand-built by Don including the petrol and oil tanks.

Possibly some of Don's bikes should be called replicas due to the number of non-standard parts incorporated on them, but that wouldn't do justice to the skill and ingenuity which Don has applied to these motorcycles. Racing motorcycles are always a mixture of bits and pieces that work well so there probably isn't such a thing as a standard racing motorcycle. Such a unique and often hand crafted collection of Velocettes which would be hard to equal.

Don was truly a Velocette Craftsman. Farewell Don.



CLUB EVENTS CALENDAR - events open to all Club members

COFFEE RUNS: (Regular weekly events) :

Southern suburbs - 10am Thursdays - Meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook. Organiser - Stephen Hills

Northern suburbs - 10am Tuesdays - Meet at Yanchep Lagoon Cafe. Organiser - Jim Douglas

KEITH'S BBQ: 23 Aug 2020 - Keith Weller - Keith is hosting a social distancing event for VMCCWA members at his esteemed establishment starting at 10am. A BBQ will be held at a cost of \$5 per person. Have a tricky bike problem, bring it along and see what the brains trust can come up with. Come and display your bike, all eras of bike and rider welcome. Contact: Keith Weller – 92742476. Address: 122 Bushmead Rd, Hazelmere.

MONTHLY MEETING: 2 Sep 2020 - 8pm at Wattle Grove Clubrooms

CAFE HOP : 6 Sep 20 - The Post 70's Section presents the Cafe Hop. Open to all club members. Meet at the western end of Northside Drive Hilarys 9.00 am for a 9.30 start. Note there are public toilets here, unfortunately no coffee as the cafe is closed. Travel up the coast to the Orion Cafe Yanchep Lagoon. Stop here for refreshments. then head inland and skirt around the back of Barbagallo Raceway to Banksia Grove where we head to Leapfrogs Cafe in the Drovers Market for more refreshments if you wish. There is no back up, although you won't be left stranded in case of a breakdown. Ride is approx 75km. Contact Steve Hills 0413678604

DGR - 27 Sep 2020 - Because of Covid19 pandemic format will be different to previous years. Details to be advised. Contact Stephen Hills 0413678604

STATE HISTORIC CHAMPIONSHIPS: 27 Sep 2020 - arrive before 10 a.m. Display and parade lap - Collie Multiplex - earlier machines preferred i.e. pre 1973 but not essential

PETER GROUCOTT RUN: 4 Oct 2020 - Unit 4/4 Malcolm Rd to Tractor Museum for lunch - Contact Steve Hills 0413678604

MONTHLY MEETING: 7 Oct 2020 - 8pm at Wattle Grove Clubrooms

WA TT: 18 Oct 2020 - Ride to York, BBQ lunch at Beverley Mens' Shed. Return via Westdale, Brookton H'Way to Karragullen. Stephen Hills/Terry McKie

VETERAN CAR CLUB DISPLAY : 1 Nov 2020 - 10am - Veteran Car Club & tour of facilities - Wattle Grove Clubrooms

ANNUAL GENERAL MEETING: 4 Nov 2020 - 8pm at Wattle Grove Clubrooms

MUNDARING COMMUNITY FAIR: 7 Nov 2020 - arrive before 9 a.m.

GYPSY TOUR: 14/15 Nov – The Gypsy Tour is on again for 2019 and by popular demand is returning to Denmark. Come and go as you like as this is purely a social run. Come by car bike , ride what you bring, all machines welcome. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. The run base will be the Big4 Denmark Ocean Beach Holiday Park, but you can stay anywhere you like in the region of Denmark. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard 0434215665, ildottore@iinet.net.au

DAM EARLY RUN: 29 Nov 2020 - Chas Bayley

MONTHLY MEETING: 2 Dec 2020 - 8pm at Wattle Grove Clubrooms

ORABANDON RIDE: 4-6 December - Kalgoorlie - Richard Argus & Mario Cudini - details TBA

BOXING DAY BREAKFAST: - 26 Dec 2020 - Ken Vincent

ALBANY HILLCLIMB: The Vintage & Classic Club of Albany is holding its Annual Hillclimb weekend on 31 Oct & 1 Nov 2020. Application forms and details can be seen on the VMCCWA website at <https://vmccwa.com/oilyrag/2020/08/01/albany-hill-climb-1-november-2020/> or contact albany.hillclimb@gmail.com or phone: Bob Whittingstall: 0418 944 437

PRE31 SECTION

ROARING TWENTIES RUN – 21ST & 22ND NOVEMBER 2020: Open to all pre 1931 bikes. This run starts and finishes at VMCCWA Club Grounds Hale Rd, Wattle Grove 6107, with an overnight stop at Beverley. Perpetual trophy to whoever rides in the “spirit of the event.” Best Vintage trophy, Best Veteran trophy, Best small bike trophy, special award for all belt drivers plus more awards and grande raffle drawn Sunday BBQ. Bike display in Beverley Saturday afternoon. Free breakfast at the Mens’ Shed for all entrants. Run by the Pre31 section VMCCWA. Book your own accommodation at hotels asap! Limited rooms – mention VMCCWA. Ph Beverley Hotel 96461190 or Freemasons Tavern 96461347. More info and entry forms closer to date. Ken Vincent – 92932093 or 0439294 366 – bognorridge@yahoo.co.uk.

ALBANY SECTION

ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

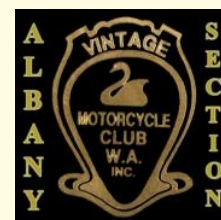
Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com

The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along.

NOTE Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

Albany Section Events Calendar

Date	Club Runs & Events	Trailer backup
August 11th	Robin Webb's Sidecar Run	Required
September 8th	Kevin's Spring Rally	Required
October 13 th	Richard Turpins run	Required



Please note: Following the success of the staggered start on club runs, riders wishing to take a more leisurely ride IN A GROUP on COFFEE RUNS can start 5 minutes ahead of the rest. This goes for all riders and bikes, whether club registered or not. The idea behind this move is a return to the old style of club riding for those who wish it, and hopefully it will bring some of the members with older bikes back to ride with us. The rest of the riders will start at 10am as usual and can still ride at their own pace, but hopefully we shall all end up arriving at the same time. Please don't leave early and then race ahead as someone did the other day. Regards, Roger Bittner.



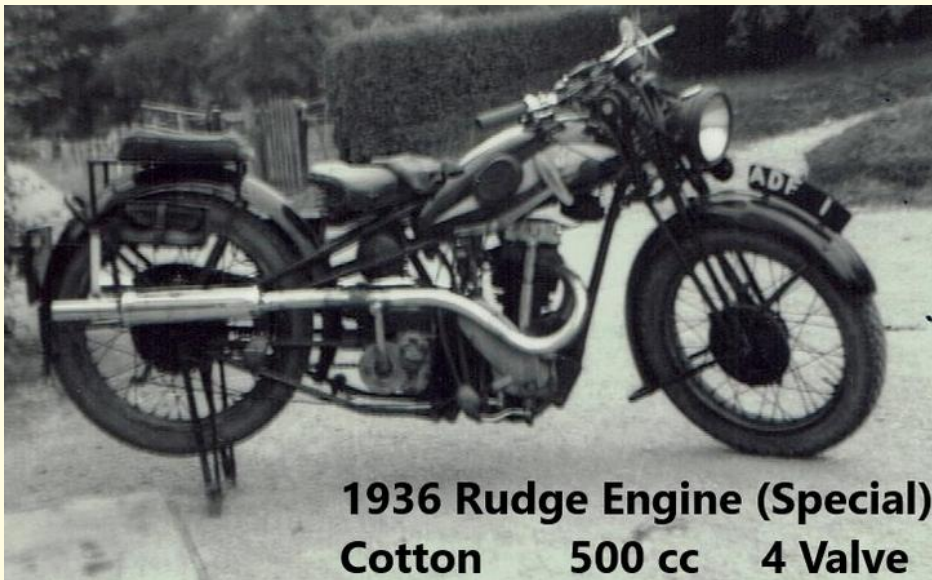
Paul Armstrong shared a shot of these beautifully restored Rudge tanks.

TWO WHEEL TALES AND SOMETIMES THREE - T.T.T. Part 1 – Background: David Main. I propose to write a series of short articles regarding my lifetime experiences with mechanical or more correctly, motorized Velocipedes.

Born in the middle of World War 2 my earliest memories are of life on the Mount Farm owned by my Father in Churchill, Oxfordshire. We had a 3 storey brick farmhouse with large cellars for curing bacon, hams etc and storing supplies of homemade cider to replenish the team of thirsty workers as they manned the steam driven traction engine machinery when threshing out the ricks of corn. Years later I still recall the incident my Father related about 'Rhubarb Jerkum' The previous summer the vegie garden had produced an over-abundance of rhubarb, no doubt due to the large quantity of farmyard manure that gardener Saunders had applied. He then suggested that instead of cider (or maybe as an addition) they should brew up the rhubarb. This was done in barrels. It was then provided to the farm workers during their lunch break with disastrous results. Its alcohol content must have been very high as most of the men were in no fit state to operate unguarded dangerous machinery with flapping belts, chains, reciprocating shafts etc. Father tipped all the barrels over – no more 'Rhubarb Jerkum'!!! (Cold tea in glass lemonade bottles was normal when away from home).

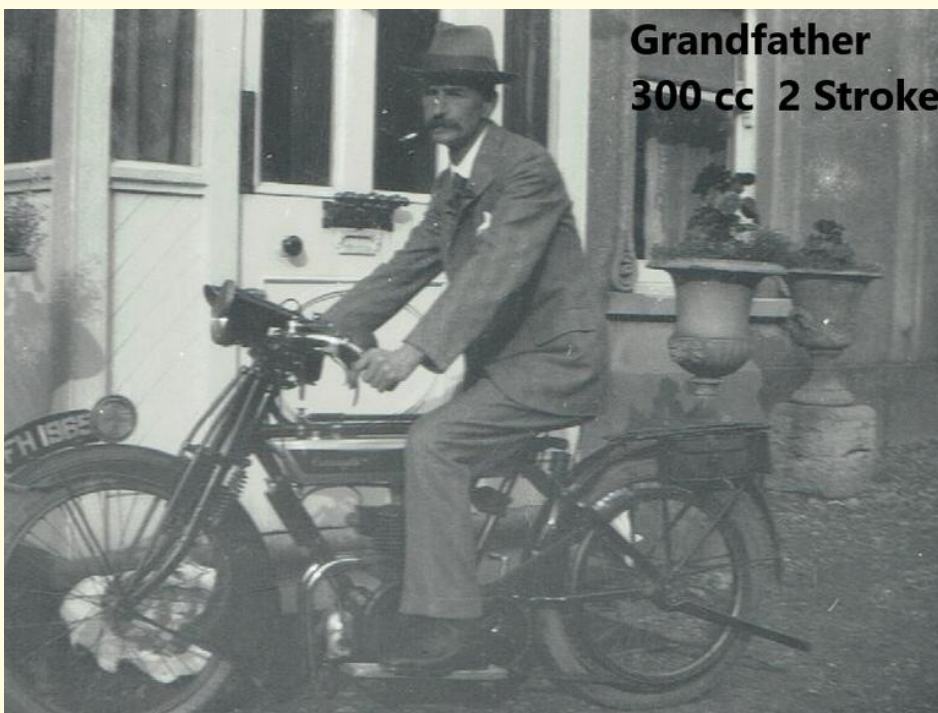
The top storey of our farmhouse was requisitioned by the Government and we were ordered to house Evacuees, probably from London. It was not very peaceful as most families had no idea of country life and there were frequent disputes. My brother also thinks that we were once asked to look after Emperor Haile Selassie when he was exiled from Ethiopia. I recall steam rollers repairing the roads and the change-over from horse to tractors. We had a Fordson tractor and it frightened life out of me when it back fired as I walked past the shed. I also recall an old American car that was fitted with a wooden sweep that pushed the loose hay up to a stationary wire tying baler. My first remembered sight of a Motorcycle was when an Uncle and Aunt came up from

Cheltenham on his 1936 Cotton and home fitted with 'Rudge Special' 500cc 4 valve engine. Many years later my brother acquired and rode this bike, tho' it never handled very well. This relative worked for Smith's Instruments and somehow acquired a number of complete spitfire wheels. Apparently these had to be changed from non-conducting to conducting (or vice-versa) and we used a pair when building a garden trailer. My maternal Grandfather also had a motorcycle, Connaught, 2 stroke 300 cc, date unknown.



**1936 Rudge Engine (Special)
Cotton 500 cc 4 Valve**

I was sent away to Boarding School in 1950 when I was 8 years old and suffered terribly with homesickness for most of my school days. This establishment was in Camberley. The main building had been an Army Training facility and our present Queen actually spent time there, learning to drive trucks. There were extensive grounds and these backed onto army tank and firing ranges, where we took organized walks, often picking up empty rifle shells etc. I never remember anybody being injured. I think they must all have been blanks. We were always hungry, freezing cold in winter and endured the usual trials of such places, as was common in those days. Parents were allowed to visit once every 3 weeks and take us out for ½ a day. We ate Rhododendron flowers and I am sorry to confess we sometimes stole loaves of bread from the Baker's Van when he was delivering to the kitchens. Fortunately no longer punishable by banishment to Australia. I came voluntarily in 1969!! I once tried smoking Oak leaves, it cured me for life!



**Grandfather
300 cc 2 Stroke**

GYPSY TOUR 2020 - 14/15 NOV - PLEASE REGISTER INTEREST

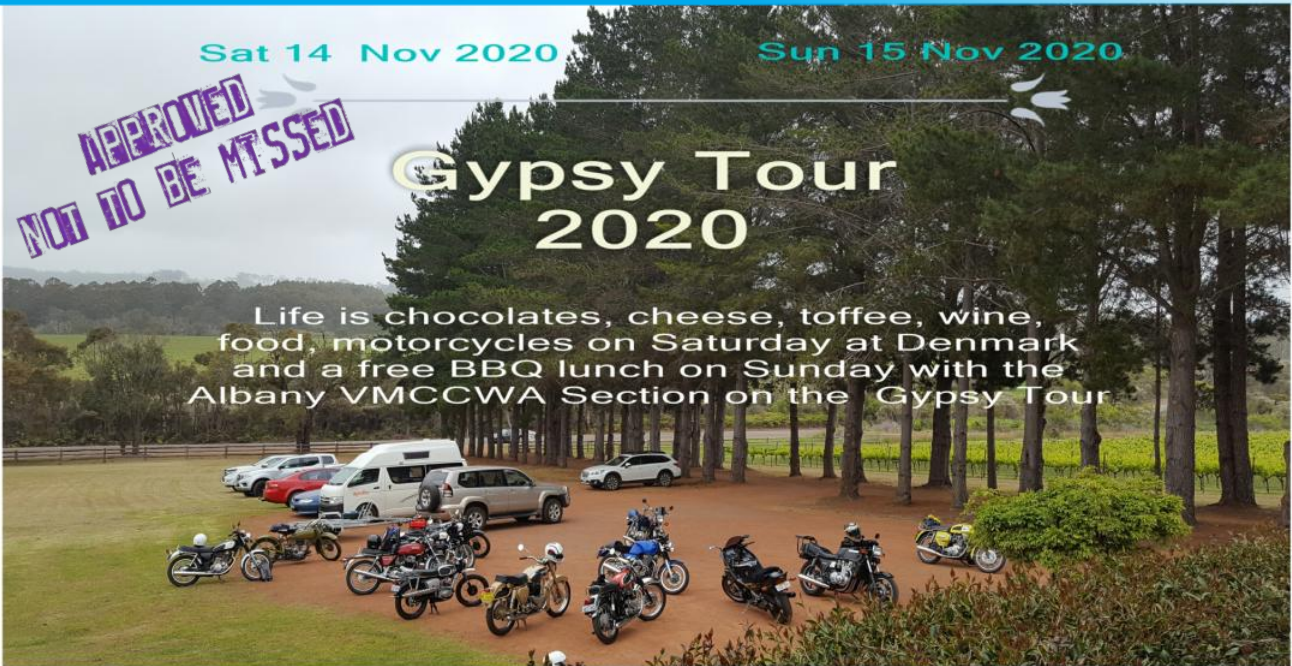
Sat 14 Nov 2020

Sun 15 Nov 2020

APPROVED
NOT TO BE MISSED

Gypsy Tour 2020

Life is chocolates, cheese, toffee, wine,
food, motorcycles on Saturday at Denmark
and a free BBQ lunch on Sunday with the
Albany VMCCWA Section on the Gypsy Tour



~ Enjoy a great weekend riding & socialising ~

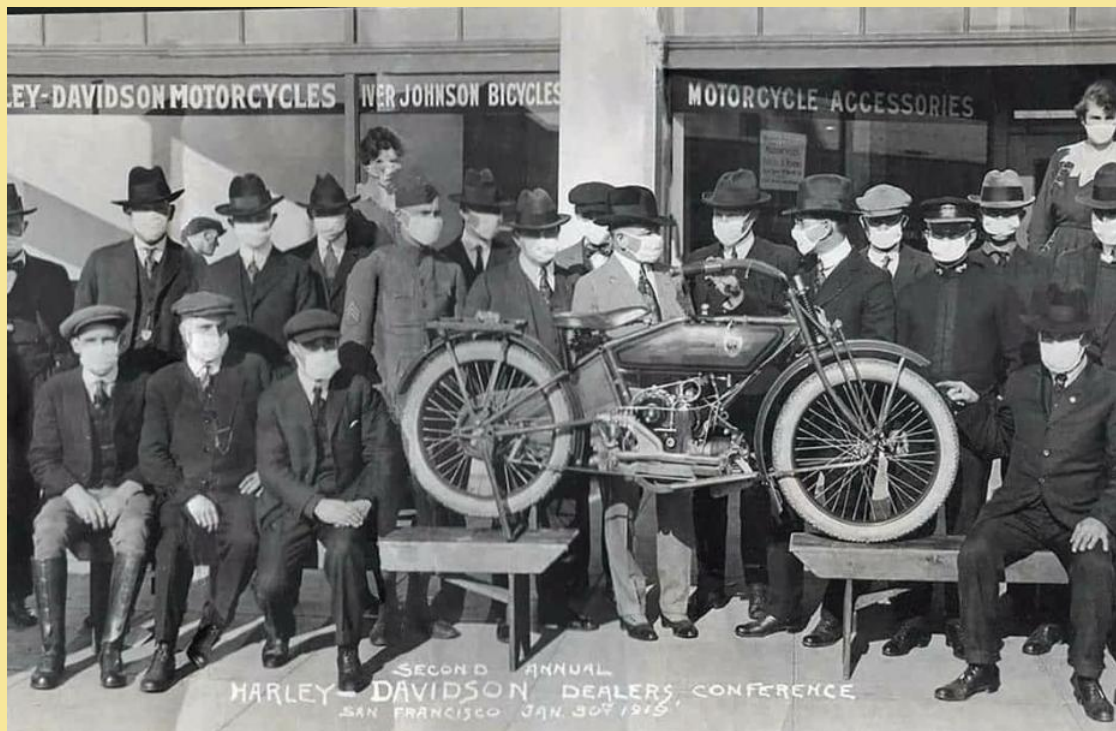
Accommodation for this tour can be booked at the Denmark Ocean
Beach Holiday Park, this being our base this year, or anywhere you like in
the region of Denmark. Depart Perth Friday and return Monday, or stay longer.
Come for a day or the whole weekend. Make your own way
down or join others for the run down via Mt Barker.

Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard 0434215665, ildottore@inet.net.au



Please
note

FOR CATERING PURPOSES & ROLL CALL: If you are joining the Gypsy Tour in November, could you please let me know on 0434215665 or email cobrat500@gmail.com. Albany Section are putting on a free BBQ for all Gypsy Tourists so appreciate letting me know so that we can cater for everyone. Thanks, cheers Murray



1919 Harley dealer's conference in San Francisco. Their new model W Sport Twin flat twin debuted that year. Everyone is masked up for the Spanish flu. No anti-maskers then!

THE WRITE LINE

PICKERING BROOK

The bikes just keep coming to Bean 2 Brook Thursday mornings. Must be the coffee or those homemade sausage rolls and biscuits! Left: John Devaney made a welcome visit on his Rickman Royal Enfield 750 Interceptor. Below: Peter's Rickman Honda 750.



CHITTERING RUN

The 2nd of August saw a great turnout for the ever popular Chittering Run. Cold day but at least the run was over and done with before the rain started in earnest later that day. Stephen Hills took the assembled riders for an interesting ramble through the hills and up to Toodyay with an essential stop-over at the Golden Grove Orchard for coffee and snacks. *Pics by Stephen Hills and Chris Davis.*



CHITTERING RUN



CLUB BUSINESS



August Monthly Meeting - 1st meeting in 5 months - physically distancing ...pic by Chris Davis



MINUTES OF THE VMCCWA MONTHLY MEETING – 5th August 2020 - Held at Wattle Grove commencing at 7.59 pm

Acting Chair: Les Vogiatzakis, Secretary: Richard Argus, Treasurer: Jim Douglas. Apology: Nic Montagu.

Members Attending: - 51. **Microphone Usher:** - Stephen Hills **Visitors:** Seven attended: they were Graham Prall, Marco De Campi, Brad De Campi, Andy Miller, Stan Cheeseman, Bill Huckey, and John Naylor.

Welfare report - Adrian White: Following the March GM there have been four people known to the club who have passed on, they are Don Cherron, Max McArdy, George Stephenson and Glen Britza from The Indian Harley Club and well known to motorcyclists throughout the state. Brian Lawrence extends his best wishes to the club, Jeff Seiber is feeling better, and I have been in contact with Allen Johnson. Roger Bowen is slowly recovering from his surgery; starting to feel better and hopes to return to work later in the year. Colin Tie has completed a course of radiation and has completed another Gold Star which he is very keen to ride. Bruce Kirk is travelling OK, and Don Price has recovered fully from his accident 18 months ago and participating again in club activities. Ron Chave is reducing his club activities, and his wife has health issues.

New Member applications - Mario Cudini: Following the March GM there were seven membership applicants approved by the committee to the end of March, nine in April, three in May, three in June, and two have been approved to date in July. The following four prospective members have subsequently applied. If anyone knows of any reasons that they should not be accepted, then make your views known to the secretary - John Sander, Roger Cass, Darren Gazolla & Bruce Johnston

Secretary's Report - Richard Argus: Since the March GM the committee has continued to meet and make on-going decisions; much of our communications and decision making has been carried out via email. There have been numerous communications by email. The treasurer and I participated in the AGM for ESM Strata in relation to 4 Malcolm Road, Maddington.

Inwards Correspondence: Council of Motoring Clubs WA (Inc) – AGM notification to be held on 17th August; forms for nomination to the committee. ESM Strata; Request from owner of Lot 1 to build a shed. Invitation from the VCC to attend a social day on 1st November. ESM Strata - SP33650 - Payment Plan Lot 9, 10 and 11. ESM Strata - Minutes of the AGM. Meeting attended by RA & JD. RA elected to council. Recreational Motoring Club Insurance Renewal Invoice for Payment - Due Date 31/08/2020. VCC WA – submission of Covid 19 plan. VCC WA – Ground Parking. Waroona Vintage Machinery Rally 2020; advising cancellation. Kevin

Outwards Correspondence: ESM Strata – communications re SP33650 - Strata insurance documentation: Unit 4, Maddington. VCC - Veteran Car Club Hall Hire issues and COVID 19 plan; two letters sent. VCC WA – Ground Parking response. RE: Veteran Car Club Hall Hire. VCC – advising VMCC WA activities. Kevin Pelfrey: awarded Active Senior Membership – letter

Finance Report - *Jim Douglas:* Subject to the Audit the club will make a loss in the 2019/2020 year of a modest \$2,500. This is entirely due to COVID-19 issues as listed: a. No spares sales for 3 months. b. Loss of \$5,500 from commitments to OLD IRON show which was cancelled. c. Increase in Chatter costs due to issuing monthly to keep good communication to members. One bonus of COVID-19 was a credit from Western Power of \$2,500 as we are a non-profit organisation. Committee have agreed that membership fees will remain the same as last year. We can receive payments from September on-wards. The two Suzuki motorcycles in the club store will be sold at the next monthly meeting. Expressions of interest at the set prices should be made to secretary or Keith and Chas in store.

Reports

Web Admin, Chatter Editor & Publisher: - *Murray Barnard:* Since the COVID 19 crisis in March, Chatters are being published monthly, to keep the club members informed and connected. Thanks for articles and contributions from members. The monthly editions will continue between now and November when the AGM is scheduled. Nominations for election to the committee and for office bearers will be published in future editions.

Changes to the web site include searchable listing all of the library books (with assistance from Ken Vincent). A search box has been added, and the site menus re-designed for easier navigation. There are now in excess of 2,000 documents in the on-line technical library which is also searchable.

Library report – *Ken Vincent:* Donations of books have been made by Andrew Hobday and Bruce Kirk. The library is now open on Wednesday mornings, from 9.30 am until midday. There is now a copy of “Red Dust Racers”. The ceiling fans have electrical issues and need to be replaced before the hot weather.

Spares report – *Keith Weller:* “All’s Good”! The store floor has been painted, and the donated Kawasaki parts have been organised. Members are asked to provide any unwanted spare parts.

Registrar’s Report: Considering that the club has been fairly inactive over the past 6 months a good number of registrations have been done. The following activity has taken place since the last meeting in March 2020: 5 new 404 registrations, 19 transfers from full license to 404, 5 transfer of ownership. I should report that we will not be issuing yellow discs in the future, as it is no longer a club requirement to display a disc on the bike. The Historic sticker is however a requirement by DOT, and I will continue to issue these to new 404 registrations. Otherwise the process appears to be working smoothly. Registrar #845 Lat Fuller

Dating Report - *Maurice Glasson:* In the last three months I have dated the following bikes for the club - 1951 BSA D1 Bantam for Michael Byrne, 1959 BSA Golden Flash for Paul Hunt, 1949 BSA C11 for Boyd Edwards, 1948 Scott Flying Squirrel for Murray Guerin, 1966 Triumph Thunderbird for Michael England, 1951 Matchless G3L for Ray Clarke, 1949 Harley Davidson WL for Murray Guerin & 1950 BSA B31 for Murray Guerin. I have also dated two bikes for Arthur Sutton which were in the database having previously been entered in about 2012/2013
1964 Honda CB77 & 1951 BSA B33

Dating Officer Post 70 - *Les Vogiatzakis:* 7 bikes dated in June. 1985 HONDA CB1100F, 1984 YAMAHA RZ500N, 1985 HONDA NS40R, 1988 HONDA VFR750, 1975 HONDA CB400F, 1995 HONDA XL250 & 1986 MOTO GUZZI LE MANS MkIV. Four dated in July include the following: 1985 HONDA XLV750R, 1973 TRIUMPH T100R DAYTONA, 1993 BIMOTA YB10 DIECI & 1994 HONDA ST1100 (not an ex-cop bike). Dating the following will be in August: BMW R80, YAMAHA XS650, YAMAHA XS1100 & HARLEY DAVIDSON XLH1200. One Suzuki GT750 was also inspected and assessed.

CMC Member Representative - *Les Vogiatzakis:* CMC activities have been very quiet. The bi-monthly meetings have to accommodate 100 attendees. The meeting scheduled for this month is the AGM and will be held in a different venue. It is important our club maintains its representation and relationship with the CMC.

Events Coordinator – Stephen Hills

Events Past: A Northern Suburbs coffee run has been added as an approved social event – 10am Tuesdays Yanchep Lagoon Cafe. The Bean 2 Brook run in the hills 10am Pickering Brook, every Thursday is well attended. The BBQ Run started from the Maddington club room then an enjoyable ride through the hills then back to the club rooms for a BBQ. Very well attended as it was the first official club run since the C19 lockdown. The Chattering Run Started from Caltex S/Stn Stratton a very picturesque run through the Swan and Chattering Valleys via Toodyay, then finishing at the Orange Grove Cafe for refreshments. 30+ bikes

Events Future:

KEITH’S BBQ: 23 Aug 2020 – Keith Weller – Keith is hosting a social distancing event for VMCCWA members at his esteemed establishment starting at 10am. A BBQ will be held at a cost of \$5 per person. Bring your partner. There will be a guest speaker at 10.00 am.

CAFE HOP : 6 Sep 20 - Meet at the western end of Northside Drive Hilarys 9.00 am for a 9.30 start. Travel up the coast to the Orion Cafe Yanchep Lagoon. Stop here for refreshments. then head inland and skirt around the back of Barbagallo Raceway to Banksia Grove where we head to Leapfrogs Cafe in the Drovers Market for more refreshments if you wish. Contact Steve Hills 0413678604

BEVERLEY RUN: (Pre 31) – 12/13 Sep 2020 – The Beverley re-enactment, for Pre31 machines only. The run is on Sunday September 13th. You can ride up on the day before; the start time for the Saturday run will be 1.30pm and meet at the Karragullen service station on Brookton Hwy. Start time Sunday is **10.AM** from outside Beverley Hotel the finish will be in Mundaring opposite hotel. Any queries please contact Ken Vincent on 9293 2093 or 0439 294 366.

DGR – 27 Sep 2020 – Stephen Hills; this event expected to go ahead.

PETER GROUCOTT RUN: 4 Oct 2020 –Maddington unit to Tractor Museum in Serpentine – The Vintage Car Club will not be able to participate; date clash.

VETERAN CAR CLUB OPEN DAY: on Sunday the 1st of November at the Wattle Grove club rooms.

ALBANY HILLCLIMB: 1 Nov 2020 Entry forms on Club website.

GYPSY TOUR: 14/15 Nov – The Gypsy Tour is on again for 2019 from Denmark. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms. Gypsy Run. Please let Murray know if you are going. Contact: Murray Barnard 0434215665, ildottore@iinet.net.au

ROARING TWENTIES RUN: – 21ST & 22ND NOVEMBER 2020: Pre 1931 event. Departure point will be the meeting location at Wireless Hill. Contact Ken Vincent – 92932093 or 0439294 366 – bognorridge@yahoo.co.uk.

Orabandon 2020: 6/7 December – Kalgoorlie – Richard Argus & Mario Cudini – Come and blaze a trail through the historical Eastern Goldfields. 400 km over two days, and includes participation in the local Toy Run between Kalgoorlie and Boulder. 16 VMCC participated last year. Details to follow in the next Chatter.

Regalia Report – *Andrew Hobday*: Regalia activity has been quiet since the COVID 19 crisis.

General Business

- 1 - Ballot of machines – The draw will be held at September meeting – members are reminded to examine the machines and express interest if they wish. Expressions of interest to Keith or Chas or in writing to Secretary.
- 2 – Ken Vincent advised that the club has issued a badge for a motorcycle if it is 100 years old. Lat Fuller will now administer this process.
- 3 - Adrian White has been approached by a certified welder who is available for specialised welding repairs, including aluminium. Business cards are available in the parts store.
- 4 –Unclaimed machine dating certificates have been uncovered. They were issued in 2013 and 2014. Contact the secretary if you wish to have them forwarded. S Horder; 1972 Suzuki GT750J. B.Higgs; 1982 Honda XL250RC. W. McEvoy; 1969 BSA A65T. G.Bush; 1949 BSA A7. D. McNair; 1981 Honda CL250S. L. Sala Tenna; 1985 Suzuki RG500. Ron McGill; 1955 Triumph T110, 1955 Triumph T110, 1962 Triumph Bonneville, 1959 Triumph Thunderbird.

Bits & Pieces: Brian Rodwell is seeking a set of twin control levers for a vintage AJS.

Meeting closed at 9pm

CLUB REGALIA

VMCCWA REGALIA CURRENT PRICE LIST : - *Regalia Officer - Andrew Hobday - 0411 358 428*

We can walk and talk like a club, but let's look like a club, Andrew would like to hear from you when we get back together again. Please help Andrew out, he would love to move some of this gear after lockdown.

Hi- Viz Vest	\$20	Fleecy Top	\$50	Cloth Badge	\$10
Polo Shirt	\$25	Winter Jacket	\$80	Fleecy Top	\$50
Windcheater	\$35	Machine Badge	\$20	Winter Jacket	\$80
Cap	\$10	Stubbie Holders	\$5	Machine Badge	\$20
Beanie	\$10	Floppy Hat	\$10	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)	Sticker/Decal	\$2 or (3 for \$5)		



BEVERLEY RACE 1904

WESTERN AUSTRALIA'S FIRST LONG DISTANCE MOTORCYCLE ROAD RACE - 1904 and 1905 Distance 116 miles (original research by Alex Selly & Steven Merralls)

The idea of a long distance road race for motorcycles was first mooted in the "Western Australian" some time in August 1904. The race was instituted and organized by the League of W.A Wheelmen and was to be run on the same day as the Annual Beverley to Perth Cycle Road race which had been started in 1897.

On the day of the Beverley (as it was known) the rain had taken its toll of the road. This being the 10th of September and the report was that the event was postponed on the day of the Beverley Road race owing to the treacherous nature of the roads being deemed by the starter Mr. A Ford as too dangerous to risk life and limb. Another report mentions the good time the riders had coming home on the train, eating up all the chocolates left over from the cycle race. The course start is at Beverley Post Office and proceeded to York where a time control was set up at the Post Office. The riders continued straight through York, following the railway line to Northam Post Office. Leaving Northam they again followed the railway line through to Clackline - Chidlows and down Greenmount to Midland Junction Post Office where there was a time control. Continuing down Great Eastern Highway, through Guilford and over the Burswood Railway Crossing Rivervale, then via Duke Street, Kingston Street to Albany Road (Albany Highway) to finish at the Victoria Park Hotel. The distance was 116 miles.

The first prize was a bicycle valued at 30 pounds, donated collectively by Messer Mortlock Bros, Dunlop Tyre Co., India Tyre Co., and Mr. R.B. Gilmore. Three pounds three shillings entrance fee donated by the League of Wheelmen. Second prize was five pounds, five shillings donated by the Armstrong Cycle and Motor Agency. Third prize, a set of motorcycle tyres was donated by the Dunlop Tyre Co. Fastest unplaced time the prize was a travelling bag donated by Mr. F. Mallabone and a piece of silver plate donated by Mr. J. Levinson.

Three weeks later (1 October 1904) the big day had arrived. The riders and machines having travelled to Beverley on the train from Perth the previous day. Because of the delay, interest had subsided and out of the original 17 names nominated only 6 started, those being: Cato - 1.5hp Clement Garrard, Mallabone - 2hp Minerva, Ward - 2.5hp, Jewell - 2.5hp Home made with Sarolea parts, Henley - 2.25hp & Gilmour 2.25hp De Dion

Saturday morning at Beverley broke with the prospect of unsettled weather, with banks of dark clouds and intermittent bursts of sunshine to cheer the little band of Pioneer Motor Cyclists on their way. At 9:00 AM Cato, was sent off on his solitary journey. Mallabone and Ward set off at 9:30 AM. At 10:00 AM Gilmour set off to overhaul the leaders. The bad road conditions were covered without any undue trouble to York and Northam, but Jewell had left Henley behind and as he pushed on was surprised to find he had run into private property, the occupants of which directed him to the road that he should take, but his detour cost him 15 minutes. It was stated that Gilmour was 'laying down to it' and the machine simply flew along. Having such wide knowledge of motors and motoring he was placed in a better advantage of knowing how to handle his motorcycle. Gilmour rode on, a dip in the road came into sight, and the rider quickly sat back behind the saddle and waited, when a yard or so from the ditch he pulled the front wheel up a little from the ground, so that it would miss the drop altogether, leaving the back wheel to encounter the obstacle. As a result of the jerk on the handlebars they broke clean off and were pulled right out of the head stem. Balancing the machine until it had slowed down to about 5 m.p.h. he was able to slip off backwards and hold the machine. He then walked his machine 2 miles to York. No backup in those days. The other competitors had safely reached Northam. In the meantime Gilmour had fitted a normal pair of push bike handle bars to his motorcycle and had carried on. Cato had passed through Northam and was about 5 miles out when he hit a ditch, similar to Gilmour, and smashed his front wheel. He walked back to Northam and caught the train to Perth. We don't hear any more of Henley after Northam so we presume he pulled out also in that town. By this time Mallabone had taken the lead and had passed through Northam at 1:10 PM after a hasty meal. He had a problem with the oil pump but wrapping tape around it repaired this. Jewell passed through at 1:22 PM. Mallabone was pressing on at considerable speed with Jewell close behind. A thunderstorm hit the competitors as they passed through the Mundaring area but apart from this the race was trouble free to Victoria Park. Nearly an hour after the advertised time of the finish the alarm was given that a motorcycle had been sighted turning into Kingston Road and shortly afterwards Mallabone peddled over the hill and rode into the finish point at 3:50 PM amidst cheering and applause. Eighteen minutes Jewell finished and these were the only two to finish while the League Officials were there. Somewhere about 6:00 PM Ward finished and at 7:10 PM Gilmour reached the Hotel.

Actual riding times for the 116 miles were: Mallabone - 5 hrs 44/5 mins (20mph average), Jewell - 5hrs 59.5 mins, Ward - 7hrs 50mins, Gilmour - 8hrs 40mins (13.4mph average), Cato & Henley - DNF

This event is being re-enacted by the Pre31 Section in September this year & is an annual event for Pre31 machines.

BEVERLEY RUN: (Pre 31) - 12/13 Sep 2020 - Good news, the Beverley Re-enactment, for Pre31 machines only, run is on again. With the disappointing news of the cancellation of the pre-31 Roaring Twenties you can now get out your vintage or veteran for this run on Sunday September 13th and don't forget to book a hotel room (Beverley Hotel 96461190 - Freemason Tavern 96461347). If you intend to ride upon the day before, the start time for the Saturday run, will be 1.30pm and meet at the Karragullen service station on Brookton Hwy. The run commemorates the first motorcycle road race in WA. Enter on the day. Entry Form on cover sheet or online. Ken Vincent Ph 0439294366.

Elliott Montagu's 1927 Triumph N model restoration – Part 5

If you are contemplating restoring a machine it's best to make it as authentic as is reasonable. It will look and ride like it did when the new owner brought it home and proudly showed it to his family and his mates. You won't run into problems when licensing it and it may be more valuable. The Club defines an authentic machine as follows. The machine must consist of at least four or the original six major components that is engine, gearbox or transmission, frame, forks, petrol tank and wheels. To be classified as original the components must come from a machine of the same make and type, but not necessarily the same year provided that the model concerned was manufactured basically unchanged over a period of years. Faithful reproduction of two of the missing components is acceptable.

Over the years tin ware like mudguards and tanks rust, controls and lighting components are removed, bikes get modified and bits get lost. You have to make them, get them made, swap or buy them. Reprinted parts books, pictures and the Club library are good sources for finding out what the parts you have to make or otherwise acquire look like. The handle bars that came with my bike were only fit for scrap. The original bars were 7/8th inch diameter with a bulge to 1inch at the centre where they fit onto the bike.



I found a place that sells imperial size tubing. (They make roll cages for competition cars.) I turned up a 1inch sleeve and welded it to the centre of a straight bar. I made it known that I needed someone to bend the bars for me as I reckoned if I did it they wouldn't be recognisable as handle bars. A talented Club member and a slab of beer got me a "sporting and a touring handle bar." I chose to fit the touring bar.

This Triumph came with either a lever throttle or a straight pulling twist grip control. When the twist grip option was chosen the bike came with a twin lever control to operate the choke and the ignition advance and retard. I had a twin lever control but one of the levers was broken off. It had Triumph stamped on it so it had to be resurrected. I found a 50's choke control in the Club store and with some modification it fitted into the control body. I turned up a handle that was close in appearance to the existing one and welded it in place. After the component was nickel plated it looked the part.

The bike was fitted with a rear stand which lifts the machine high enough to allow the rear wheel to be removed or can be used to support the bike when it's parked. When not in use it swings up and is secured in a clip on the mudguard.

There is a U shaped plate which attaches to each leg of the stand and butts against the frame when the bike is on the stand. A friend of mine had several extra U shaped plates laser cut when he did his restoration on the same bike so I was able to get hold of two and make a stand.

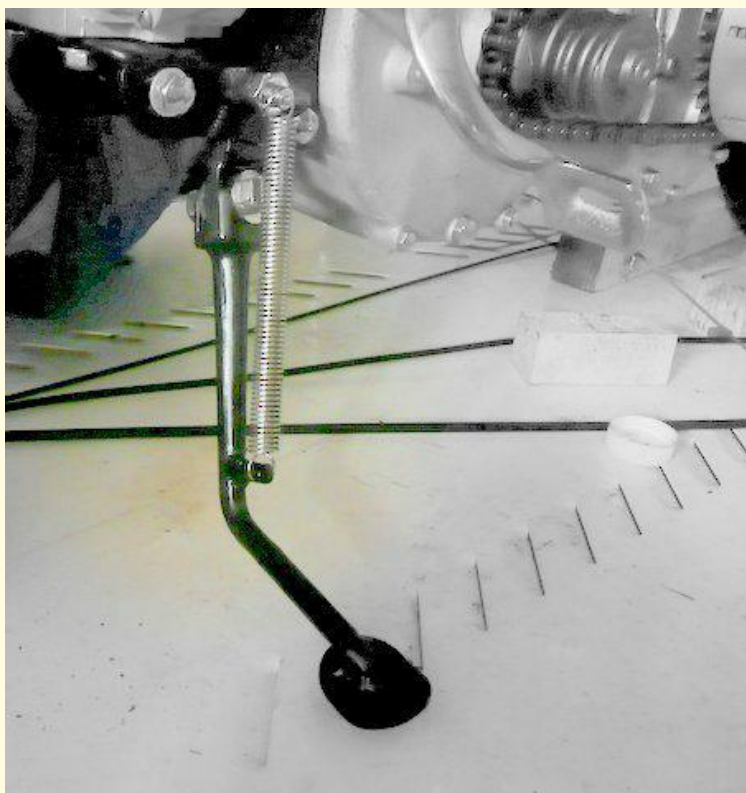


The front mudguard stay doubles as a stand for removing the front wheel. I located a stay and purchased it. On inspection it looked sound but it turned out to be paper thin in places. The small drain hole at the bottom was blocked and trapped moisture had caused internal rust. The rusted stand served as a template. (Useless rusted bits can be worth keeping). The Club keeps some rusted parts in the Parts Store. They are very handy if you need to reproduce something for your restoration).



I find the best way to reproduce an item like a mudguard stay/stand is to get a solid flat board, place the sample on it and mark the board at various positions around the object. Fit metal pins into the board where it was marked. New tube can then be bent around the pins to reproduce the correct shape. When making sharp bends with tube you may need to fill the tube with sand and seal the open ends before heating and bending.

If bending rod, heat the rod to red heat before bending. The feet were removed from the old stand and welded to the new one. I was told that as you pull the bike up onto the rear stand the front wheel may swing to full lock making things difficult and a prop stand would be good although the N type was not fitted with one. I allowed myself this departure from standard in the interest of making life easy.



I found an old prop stand in the Club store, made a bracket to attach it to the frame and modified the leg. It works remarkable well. The unusual shape was necessary to allow the rider to get a boot onto it as it retracts under the primary chain case cover. The original twist grip has an outside diameter of 1 and 3/8th inch and the handle bar diameter is 7/8th inch. To keep the feel the same when both hands are on the handle bars, it was necessary to fit a 1 and 3/8th inch diameter sleeve on the left side. A shrink on leather grip will eventually be fitted to both sides of the handle bars.

I found that the clutch lever contacted the sleeve before the clutch was fully disengaged. This caused some concern as initially the only fix seemed to be to increase the length of the clutch control lever which wasn't possible as the end of the lever lined up with a hole in the frame through which the clutch cable passes. Another suggestion was to relocate the lever pivot point.

I eventually solved the problem by grinding a bit off the forward end of the lever so that in the rest position the lever dropped down further before it contacted the bracket on which it pivots. This allowed the cable to pull further before the lever contacted the sleeve on the handle bar. A simple fix. All the other cables were made, nipples turned and soldered in place. Not a job I like!



Other items that had to be obtained were a tool box, which was kindly made by a member, a gas lighting set obtained through Club members, brackets to hold the gas generator and headlight, a basket for the carrier (I bought at a market), a license plate holder for the back mudguard and other small items. I had no idea how to make the license plate holder. A friend told me how. Cut out the shape you want in cardboard. Trace around it on a strong (jarrah?) piece of wood say 3/8th inch thick. Cut the wood to shape. Get a piece of suitable thickness plate and bolt it to the wood. Cut the plate around the shape of the wood (I borrowed my neighbour's nibbler) leaving enough metal to bend over. To ensure rigidity, with a suitable hammer tap the plate over the edge of the wood. Cut vees where necessary at the corners. The vees can be welded up later.

So most of the work is done. It is now time to set the timing, put some oil and fuel in it, see if the thing starts, see how much oil leaks out and from where and how to stop it.

Yo-all listen up as George fights against the temptations of Bourbon and struggles with camera straps. Long suffering BABS takes a back seat, literally, as George pilots the Harley behemoth across the Blue Ridge Parkway. *As told by George Loverock.*



MAKE AMERICA



POW!

GRATE AGAIN!

Today we commenced our trip south along the skyline Drive heading towards the Blue Ridge Parkway ride. The Skyline and the up and coming Blue Ridge is a winding road with a lot of stops. Skyline has 75 lookout in the 105 mile trip. Now to save time I swung my camera around my neck and hung it behind me as I drove along. This allowed me to take photo's without having to open the top box each time we stopped and remove the camera and then replace it before we went. About 40 miles into the trip I all of a sudden felt pressure on my throat, then there was an immense thrust as I started to lose consciousness. I looked down and could see my face reflection in the speedo. My eyes looked like Marty Feldman's, about to pop out of the sockets. As I tried to gasp for breath my feet left the footrests and I was stepping on air trying to get higher so I could breathe. I grasp at my throat trying to remove the pressure which I found out was my camera cord being tightened against my vocal cords crushing them.

BAB decided that she would start taking photos and was going from side to side yanking my neck as she went. Luckily I was able to bring the 480 kg machine to a halt before I blacked out. "What the hell you doing BAB?" "Just thought I would take some photo's as we went along. The dummy is still bouncing off the walls of Room 207 of the Howard Johnson Inn in Staunton when I hid the camera from BAB this morning. Enormous spit but BAB will get over it. No more access to photography equipment allowed for her. I have now taken control of the camera and BAB has been allowed to keep her communication portfolio, in which she excels and she still has finance. But she is on the verge of losing this as she refused to part with \$5 for my daily beer. Mumbled something about photos as she stormed off.



Currently in Galax Virginia just off the Blue Ridge Parkway. Today's ride was outstanding great scenery, some nice historic spot and a couple of Blue Grass jam sessions. Perfect weather but BAB found something to complain about. I had the hiccups and the voice activation was getting to her. My research so far has proved that bourbon, specifically 1792 doesn't cure hiccups. Good thing from my point of view is BAB is getting really pee'd off. She has even suggested I hold my breath for half an hour. Well it's either me or one of those other blokes riding Harley's and she has succumbed to putting up with the hiccups and is supporting me to get rid of them. Another Bourbon thanks BAB.

Not much to report again other than we have travelled from Galax to Boone Virginia further south along the Blue Ridge. Great ride unbelievable road surface with spectacular views. Curves everywhere including up and down over mountains. Motorcyclist dream.

Only thing of interest on the way was BAB got onto the manager at the motel in Galax. Only wish I had the camera. Happy to give her away.

A 45 year old hippy. Long grey plaited hair, 260 lbs, no teeth and chewing tobacco. Gave her all the lines and she stayed there talking to him for about half an hour. It was only when he did a draw back and spat out the gob full of tobacco that she got turned off. Anyway he recommended that we go to Hillsville 12 miles out of our way to see the worlds greatest flea market.

So next day off we go, BAB directing me. Hillsville is a nothing town two miles long by 1/2 mile wide. But on the Labour Day long weekend it becomes a mega flea market. I got traipsed all over the place to view the world greatest junk heap. I think BAB was trying to locate the grey haired tobacco spitting monster. The town was that full of them that she gave up and fell back to Grumpy George.



We have now reached Asheville and only 50 Miles from completing the Blue Ridge Parkway ride. Booked the bike in for a 5 000 miles service at the Asheville Harley Davidson tomorrow. Well I spent the first three hours of today at the Asheville Harley Davidson Dealership whilst the Beast of Burdon was serviced. BAB stayed back in the Hotel and was in second heaven doing the washing, lucky, lucky girl. Gets all the good jobs. Whilst at the Harley shop I met a fellow who had just written off his Road King by collecting a bear on the Blue Ridge Parkway 10 miles south of Asheville. Where we are headed tomorrow. Didn't have my camera and god only knows how he stayed on. Fair bit of damage and bear poo all over the bike and rider. Hopefully the bears will be gun shy by tomorrow.



BAB let me have it after I asked her to take another two steps backwards so that I could get a great photo shot, but she refused to move. Still talking to me so things are good, I suppose.

Also met Howard an 80 year old Air Force vet who has ridden down from West Kentucky to catch up with the Hot Bike Build ride that commences in Asheville tomorrow. A show of the bikes built for the 1000 mile ride is on this afternoon at Square Pack Park, which is just up the road from our digs. What you learn by talking to bikers.

After I had to take out a mortgage to pay for the service I returned to pick up BAB who has insisted that we go out to Biltmore Estate for a tour. Second Mortgage on our house and in we go to visit Biltmore Estate. BAB was happy, so I am happy also. Then we went to the Wine Tasting at the estates winery. Don't bother, famous estate but they can't make wine. Then BAB, who if you know her well is a stickler for obeying rules. "That's a no parking zone", "the sign says don't park here". "That's a disabled bay". "Red man says don't walk" you get the picture. So whilst we are in the winery, signs every where clearly indicating proprietary ownership of what they sell, BAB is searching through crap and say's, I'm not paying that for a spicy dip. She then demands I take a photo of the ingredients displayed and says, "I'll make it myself." Out comes the camera, photo taken, in comes security and out goes George. Next time she mentions that I can't park there because the signs said I can't, she's walking.



Well BAB and I have just completed the Blue Ridge Parkway and are currently residing on the Cherokee Indian Reservation, Cherokee North Carolina. They don't sell alcohol here on the reservation so BAB was over the moon.

I had to refill the bike so off I went down the 414 to the service station. As I drove down the road I noticed a road sign saying you are leaving the Cherokee Reservation and I pulled into the service station and right next door, as part of the service station was the biggest liquor store on the planet. I returned with two cans of beer and BAB went off. You can't help yourself can you. You will understand her mood as you read on.

Last night after we returned from the Bike Build Challenge show, BAB got on the net and found that Chimney Rock was only 25 miles down the road from Asheville. She also pointed out that the Chimney Rock viewing platform had a lift to the top so no more walking up hills or stairs.

I agreed and so this morning off we went down the 74 Alternate highway to Chimney Rock. Now if you are ever in North Carolina I suggest that the drive from Asheville to Chimney Rock is well worth it. I should have brought a Mountain Goat instead of a Harley. I also have to see a doctor for my whiplash from constantly twisting my head to undertake the switch backs.

Anyway we arrived at the ticket booth and you should have heard the commotion once we arrived and BAB found out that the lift was out of order. I had a little chuckle to myself.

Never heard BAB cussing before but today she started. Must have been on the Harley too long. She gave the poor ticket attendant Hell. "Haven't you heard of updating your website." We drove all the way over here because we believed we could get to the top using a lift like you advertised. Few bad words thrown in. You get the idea. Calm as a cucumber the young girl said, "Seen as you all have come from Australia I will only charge you \$12 each instead of the \$15. didn't quell BAB!

We then had to negotiate a scramble bike hill climb on the Harley which was fun, more switch backs and screams from BAB. Once at the parking lot I convinced BAB that she had to do the climb because we had come such a long way not too. She agreed and wanted to get changed from riding pants to shorts, but no change rooms. As there was no one else in the car park I convinced BAB to drop her pants and change. She did without any issues. Then we did the climb. BAB's recorded time of 2.5 hours. 300 feet or 499 steps. I take more steps getting from our front door to the shed.

On our return with BAB all hot sweaty and grumpy we got back to the carpark and time to change from shorts to riding pants.

Her slow ascent and descent enabled the car park to fill. Off came the shorts and whilst displaying a thong, largish one at that, the people in the car directly in front of where I had chosen to get changed, because of the shade, returned to get into their car. Out of the 400 cars in the car park their's had to be the one next to the shady spot I picked, Murphy's Law was in force.

BAB spat it big time and had enough, wasn't a pretty sight, either way bare bum or bad tempered. The people were polite and acted like nothing had happened. I could hear the raucous laughter as they drove away. Thank goodness BAB didn't as she was concentrating on getting the riding pants before anyone else turned up. Intercom was quiet on the ride back from Chimney Rock to Cherokee 70 miles. All good now as I took her to the Casino, on the Cherokee Reservation, no alcohol and a nice dinner.

That's it, until next issue....



COLIN HANKINSON - TRUE CONFESSIONS

Colin Hankinson – My first bike was a James 150, which my Dad bought me for 30quid and I rebuilt, I had to give that away when it wouldn't pull me and the girlfriend at the time up a hill. So this was my next effort a Royal Enfield 250 Crusader Sports circa 1969 (affectionately know as The Royal Oil Leak). Also my second rebuild with paintwork courtesy of Humbrol Model paints ! The clutch gave way on one work trip to Lancaster which resulted in my Dad "towing" me 12miles home with his Morris 1800, couldn't get away with that today.



Above , Left, my 1st Jap bike – a 1976 Honda CB350. Below, my first brand new bike, a Suzuki 750 in 1977 in Singapore, this was followed in 1978 by a GS1100 also in Singapore. Below, Left, A 1986 Honda 750 in Dubai circa 1989 just 2 yrs before moving to the Netherlands where I took my UK stored 1975 Moto Guzzi T3 that many of you have seen here in the club.



The things we do when stuck indoors, making slide videos! Below, this is the machine that turned out to be a stolen bike some 3 years prior to my purchasing. The original owner imported the machine from the US in 1990 and after using it in Darwin for some years rode it down to Perth where it went into a barn awaiting retirement the intent of a rebuild. Fortunately the gentleman was very kind and ultimately sold the bike to me so I do now own it. Yes I did the requisite REV's, NEVDIS, and PPSR checks but the theft only came to light when I went to register it with the DOT. All resolved now luckily.





Colin's restored Bonneville

MOTO GUZZI V7 SPORTS FOR SALE: 1972 Moto Guzzi V7 Sport Engine No 32199 Frame No 32199K . Allan says was a financial member in 2016-17 but with work commitments was unable to attend any meetings. I was previously situated over east and was a member of the Classic Italian Motorcycle Association of Australia for a number of years. I have wanted to get into the bike scene over here but work keeps getting in the way. Hence I've decided to sell my pride and joy.- Contact seller Allan Hughes at allanormie2@bigpond.com to make an offer if interested.



ORABANDON 2020 - 4/6 DEC- PLEASE REGISTER INTEREST



Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Full details will be available soon. All motorcycles and trailers will be securely stored at industrial premises in West Kalgoorlie, which will be the start and stopping point for each day's riding. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning. There is special rate accommodation available at the Tower Hotel for \$100 / night; the booking must be made through Richard Argus. Richard can be contacted on 0418 934 550 or rargus@bigpond.com.

To help with catering and planning of the event, please register your interest now using following details. Contact: Richard Argus, 0418934550, or email rargus@bigpond.com. There is no entry fee but you will need to contribute to a BBQ and pay for your own meals & accommodation.

Name:

Accompanied by:

Ph #:

Email:



FOR SALE

Single Cylinder Engine - Hepolite Pistons

Honda x 2 - Ref 19829 + .0098" + 0.25mm Original bore 1.9685/50cm LC 47 088

Yamaha - Ref 20353 + 1.00mm / .0394

Honda - Ref 19829 STD Original bore 1.9685" / 50mm LC 35 057

Honda - Ref 19829 + .0098 + 0.25mm Original bore 1.9685" LC 15 019

Yamaha - Ref 20353 + 0.75mm / .0295

Twin Cylinder Engine - Hepolite Pistons

Honda - x2, Ref 20354 .0098" + 0.25mm Oversize bore 2.2047" / 56mm LC 30 040

Yamaha XS250 - X4, Ref 20352 Oversize bore +1.00mm + 0394"

Yamaha XS250 - X6, Ref 20352 Oversize bore + 0.75mm + 0295"

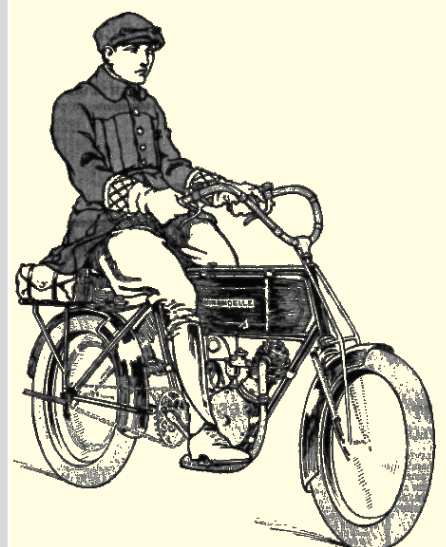
Honda CB250 - X3, Ref 19938 Oversize bore + 0.75mm + 0295"

Yamaha XS250 - X2, Ref 20352 Oversize bore + 0.25mm + .0098"

Honda CBB175 - Ref 19830 + 0.75mm/ .0295

"Rings, Circlips and Gudgeon Pins included"

Contact Harry Hibbert 9655 3025



MEMBERS CLASSIFIEDS

FOR SALE

NEW

BSA PARTS FOR SALE A7 & EARLY B31 - A7 NEW Set of 4 valves with Guides, Inner & Outer Springs \$150, A7 NEW 2 Pistons .020" Oversize, With rings, Gudgeon pin, circlips \$150, A7 NEW 1 set Big End Bearings .020" oversize \$30, A7 NEW 2 Rear Suspension Plunger Slides with Bushes \$25 each, A7 NEW 2 Gasket Sets \$40 each, B31 NEW Front Telescopic Fork Bushes \$20, B31 NEW Piston .040" Oversize with rings, Gudgeon pin, Circlips \$100, B31 Used 2 Early Type Gearboxes (need Bearings & Setting up, gears same as M20) Ex WD \$250 each & B31 Used Left & Right Crankcase, Barrel, Head. Valves, Springs etc. \$250 - Please Phone Alan or Norman Chester on 9291 6767

1965 & 1966 DUCATI MACH 1: 2 bikes, both under restoration, 1965 bike only requires painting, the 1966 bike is apart and ready for paint and the motor needs to be stripped for reconditioning, lots of New parts and new wheels, will separate but would prefer to sell together with all the surplus parts, offers around \$62K for the lot,

1972 RICKMAN TRIUMPH T120 fitted with the Rickman westlake 8 valve head, restored bike just needs wiring loom, \$27000 ono

1969 RICKMAN TRIUMPH T120: under restoration, Chassis is Finished, New Tank and Seat, tyres, fitted with the rare conical Disc front brake, this bike was ordered from Rickman Brothers by Morgan-Wacker Motorcycle dealers in Brisbane. Rickman 8 Valve kit comes with this bike, \$27000 ono

1938 EMPIRE STAR under restoration, Mint Frame, Wheels rebuilt, Gearbox rebuilt, new Vintage Steel mudguards, lots of New Old Stock WD parts, including all new original bolts and studs, new Tank from India, motor mostly complete, includes 1937 engine and gear box parts, \$5000

Leon, Phone or text 0406609051 or email for photo's at roughneck@ozemail.com.au

REPEAT

EXCELSIOR AUTOCYCLE 1961 Restored and very good runner \$1500

MOTOBECANE MOBYLETTE 1980 Twist & go, good runner \$600

BSA ENGINE A7 Longstroke 1949 no internals but all cases, head, barrels etc refurbished \$480 ono

MYFORD L7 LATHE very good condition with all the fruit & stand \$750

FORBES BENCH DRILL very heavy duty will take up to 1" drill 10 speed \$400 ono

Contact Bruce Kirk - Mob: 0474854440

1924 AJS V Twin: very complete, Needs Resto, \$10,000 ono

1920 AJS V Twin: \$8,000 ono Needs Resto.

1933 Panther 350cc, First of the Red Panthers Made, Rare smaller bike. Needs Resto, \$5000 ono

Contact Shaun Meaney 0417 837 759, email, oldrustybikes@gmail.com

All ads (including services) will run for maximum of 3 issues. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to benner@iinet.net.au

1924-1926 RALEIGH: Thought to be a 350 side valve Model 5. Most important parts there including motor, gearbox, frame, tank, seat, wheels and some tin wear. There seems to be some Douglas parts intermixed with the parts which can be negotiated for separately. In particular an early 1920's frame and subframe. Husband bought bike to restore but unfortunately has passed on. \$4,000 Ray 0420223737

STEEL BIKE TRANSPORT FRAME. Suits to 250kgs. Forklift suitable. Tie down points. \$50

BSA BANTAM MUDGUARDS: Fibreglass front and rear. \$100 each

BSA BANTAM MUDGUARD MOULDS for fibreglass work. Front & rear. \$100 each

BSA BANTAM MUFFLER. New \$375.

Warren McEvoy 0487 799 007 wamce78@gmail.com

OUTFIT - SUZUKI GSX 750 + COZY SIDECAR Factory built and all in good condition - \$4,600.00
Ron Chave 0491 630 630



R1100RS 1997 with only 73000 kms on the clock. Cracking bike and was my country commuter for many years. Less common half faired model with groovy header pipes. Comes with panniers and Tank bag. Do yourself a favour and buy it. \$4000. Shoulders stuffed and no longer being used as I am now no longer working in the Bush sadly. Call Mike 0428881018



1988 HONDA GOLDWING GL1500. Super low 26,000km. Recent \$2,000 service at west coast Honda including new generator. New tyres. Long full rego until 30/05/2021. Club eligible. \$6900 or near offer. Ring Sean 0423321279 Located in Perth northern suburbs



EXPIRING

BMW R80 GS: 1981 German import 404 licensed. Unfortunately due to health issues and old age the BMW has not had a lot of use. It is in very good order and runs quietly and smoothly like all of this model. These particular models are now becoming quite rare and are well sought after. If interested please contact Geoff on (08) 9417 7701 the asking price for the BMW is \$11500



WANTED

NEW

SIDECAR FRAME TO SUIT 1931 AJS S2 TWIN. Interested in a complete unit but a frame on it's own with or out wheel or body would also be an option. Brett Fitzgerald 0427 413754

REPEAT

MOTO GUZZI "SMALL BLOCK" PARTS for V35 GT Circa 1985-89. Lot of parts for sale or swap for a Moto Guzzi V65 including frame, engine bottom end and barrels, cylinder heads & a complete gearbox. Colin Hankinson Mob: 0419044850

BSA HM19 FRAME to suit 1937 M20. Front half of frame would suffice but happy to buy full frame. Lionel Rudd 0449 536 233

NORTON COMMANDO 1971 - INNER Primary Chain Case.
1920's TRIUMPH - 7/8" HANDLE BAR CONTROLS: brake, clutch, air/ignition (dual), throttle, EV. Lifter. Contact Terry 0438936497

EXPIRING

PRIMARY CHAINCASE COVER wanted for BSA B40 Military P/N 40-1003 Paul Smith 0407386877

SERVICES

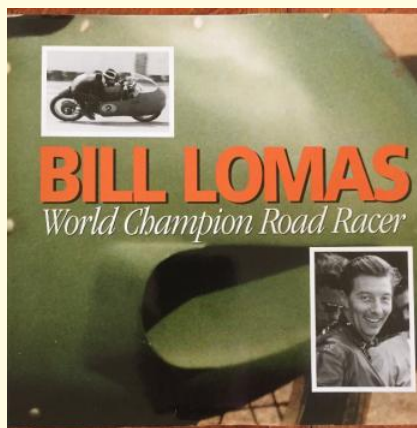
SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

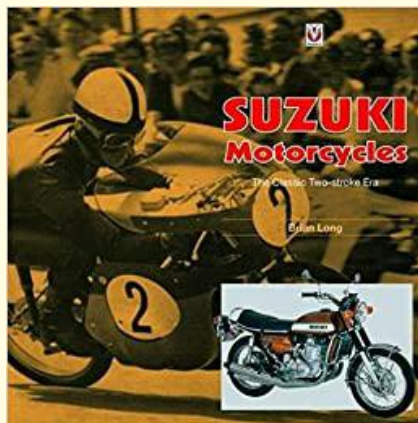
VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are now manufacturing mudguards in Donnybrook for export all over the world. www.vintagesteel.com.au Ph 0497 999 011



TWO NEW LIBRARY BOOKS recently acquired and available for loan from the Club Library - see Ken Vincent to borrow



Bill Lomas - World Champion Road racer.
 By: Bill Lomas. Bill's own story covers the Golden Years of road racing, taking in the Continental Grands Prix, the TT and a winter season in Australia. Bill raced 29 different machines for some of the biggest teams of the day.



Suzuki Motorcycles - The Two Stroke Era: 1955 to 1978. In the latest of his more than 80 books, author Brian Long teaches us some things most of us—even ardent Suzuki fans—probably never knew about the brand. Long begins at the company's earliest days in 1909.

"KIDS KORNER"

Two Irishmen were sitting in a pub watching the Tour de France. Seamus shook his head and asked, "Whoi de hell do they do that?" "Do what?" asked Mick. "Go on dem boikes for moiles and moiles, up and down de hills, round de bends. Day after day, week after week. No matter if It's oicy, rainin', snowin', hailin'.....Why would they torture themselves like that?" "Tis all for the prestige and the money," replied Mick. "You know the winner gets about a half a million Euros?" "Yeah, I understand that," said Seamus, "But why do all the others do it?"



A guy goes to the doctor. "Doctor," he says. "I need your help. I think I'm a moth." I can't help you," says the doctor. "I'm just a general practitioner. You need a psychiatrist." "Well, I was on the way to the psychiatrist," says the guy, "but then I saw your light was on..."

How does AVON find so many women willing to take orders?

A UK man who trained his dog to play the trumpet on the London Underground, said he went from Barking to Tooting in just over an hour!

My wife didn't order anything from Amazon yesterday so the Australia Post guy knocked on the door to check if we were OK?

BREAKING NEWS. The world's most prolific Facebook user died today. We'll never see his Like again.

Listen, You won't be hearing from me for a while. The police are investigating me for stealing swimming pool Inflatable toys. I gotta LiLo.

I walked into the kitchen and my wife softly said, "make love to me, now." Couldn't believe my luck and after passionate love-making she said "Thanks" and without any ado returned to making breakfast. I said "What was that all about?" Without missing a beat she said, "the egg-timer's broken!"

A man goes into the doctors surgery. The doc says 'What's wrong with you' The man says 'I've got a cricket ball lodged up my bottom'. The doc said 'Howz that?' The man said 'don't you start as well'

If lavatory attendants do overtime, do they get a day in lieu?

Loud Abba tribute was held at local park. One digsruntled local said, "you could hear the drums from Nandos!"

Local man phones the UK Urinary Problems hotline. Told it will be 1p a minute.







VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

OCT 2020



CLUB CONTACTS - the people who keep the place running

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Nic Montagu – 0427171702 chair@vmccwa.com

Deputy Chair: Barry O'Byrne: 0418936254

barryobyne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550

secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763

treasurer@vmccwa.com

Communication/Assistant Secretary: Murray Barnard –

0434215665 cobrat500@gmail.com

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au,

Events Coordinator: Stephen Hills – 0413678604

steve.mag@icloud.com,

General Committee Members: [John Meneghini](#) -

jme36698@bigpond.net.au, [Neil Freeman](#) -

vn_freeman@outlook.com

WEB & PUBLISHING TEAM

Webmaster, Chatter Editor, Publisher: Murray Barnard –

0434215665 cobrat500@gmail.com

Assistant Editor: Peter Bennett – 49 Moorings Loop,
Sunset Bch, 6530, 0412280089, (benner@iinet.net.au)

TECHNICAL OFFICERS

Registrar: Lat Fuller registrar@vmccwa.com 0468310215

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website @ vmccwa.com

Dating Officer: Pre 1931: Michael Rock – 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson –

0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103

les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,

Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Colin Brazil – Warwick – 0437607067,

Les Vogiatzakis – Dianella – 0488915103,

Murray Barnard – Roleystone- 0434215665

Hans van Leeuwen – Mount Nasura - 0419921693

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863

membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake –

0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563

sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Club Trailer: see Unit Caretaker

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons

94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Club-rooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary

Pre-31: Art Woldan – 93303264, Treasurer: Greg Macham -

0477021870 (fees payable to BSB 016499 Acc 481977532)

Meet every 4th Wednesday of the month. 8pm, 6 Hickey

Ardross

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604

steve.mag@icloud.com, Treasurer: Chris Davis –

chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc

0260192. Facebook : facebook.com/groups/vmccwapost70

Meetings are held on the 3rd Monday of each month. 7.30

pm Unit 4, 4 Malcolm St, Maddington

ALBANY SECTION: Chair: Paul Armstrong – 0417051378

(patnpaul2016@gmail.com), Albany Section Secretary:

Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe, W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and post, you need to register on Facebook & then message web admin).

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12th of each month.

BASIC PRINCIPLES: The Club exists for ALL members. As such, approved events will be advised in advance to all members through the Chatter. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Front cover: Noel Simmons & Barry White **Back**

cover: Lionel Rudd & Terry McKie arrive at Pickering Brook cold & hungry

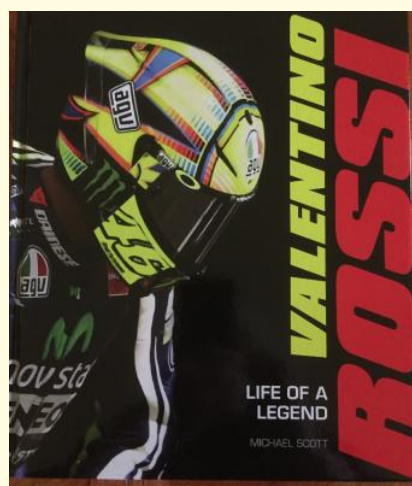
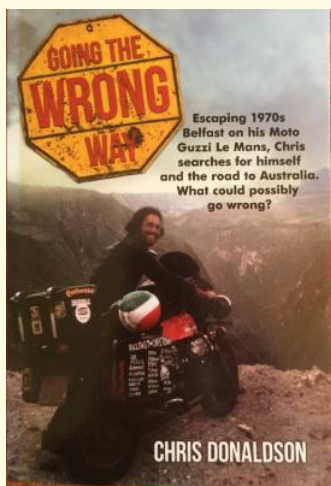
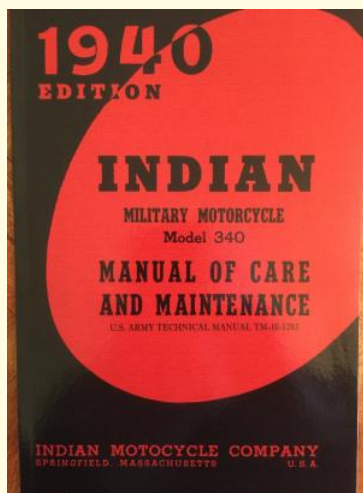
WHAT'S ON! - Murray Barnard

The VMCCWA has a long term relationship with the Veteran Car Club (who are the head leaseholders of the Wattle Grove Clubrooms). The VMCCWA evolved from the car club, initially being a section of the Car Club before becoming a Club in its own right in 1975. We retain a strong relationship with the car club, both being in the CMC and by displaying machines in Whiteman Park. Over the last few years the practise of jointly running the Spring Rally has died away. Both clubs are now becoming more social in nature than focussed on reliability events. Despite this, both Clubs are determined to maintain the joint interest in preserving old machines. Members are invited to a Coffee Meet with the Car Club in November. This looks like it will be a great day. Bring a bike if you can. Also, in discussion with the Car Club, the VMCCWA Honour Board will be mounted in the Main Clubrooms soon, a notice referring to the VMCCWA will go up on the main gate as well and the opportunity for a loading bay for the parts store is being explored. A light has been installed with the assistance of the Car Club for the rear carpark and a Car Club member assisted in the wiring and installation of fans in the library and parts store. All very positive and appreciated. *Murray Barnard*

UP FRONT - Matters of Note

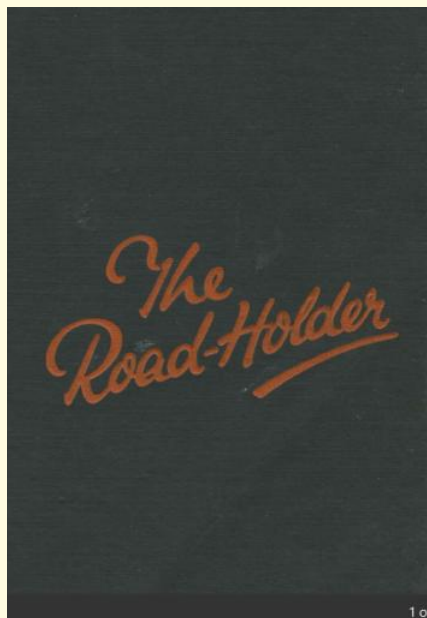
DISABLED PARKING BAYS: The disabled parking bays at the Wattle Grove Clubrooms are a requirement of the Kalamunda Council which owns the land. These bays must not be used by anyone without an ACROD sticker. Almost every week on Wednesday mornings vehicles without ACROD stickers have been identified parking in these bays. Please park elsewhere (there is plenty of parking at the front of the Clubrooms) and leave these bays for the genuinely disabled. Parking in these bays without due cause is the cause of frequent complaints to the Veteran Car Club which merely causes "bad blood." Please do the right thing.

NEW BOOKS IN THE LIBRARY: Ken advised the following books have been received:



Got a military Indian Model 340 then Ken has the manual for you in the library or prefer a Moto Guzzi Le Mans then follow Chris's ride around the world. After Rossi's brush with death catch up on his life story in Life of a Legend.

A RECENT ADDITION TO THE ONLINE TECHNICAL LIBRARY: The Roadholder - A 1936 catalogue of Norton Successes & mechanical refinements - 19pp. See this and 100s of others on the club website - vmccwa.com



UP FRONT - Cont'd

ANNUAL GENERAL MEETING: The Club's Annual General Meeting is to be held on 4 November 2020. Reports will be provided on the Club's activities for the past year, elections for the Management Committee will be held and official positions re-affirmed. Nominations for committee are now sought and must be received by the Secretary by 6 October 2020, signed and supported by reasons for the nomination. The form is on the mailing slip. A Word copy of this form is available for download on the Club website.

APPRAISAL OF MACHINES: Just a point of clarification regarding an item in the September Monthly Meeting Minutes. Club approved appraisal officers physically inspect machines presented for registration as a Club approved machine. The appraisal is required to a. Ensure the machine is largely unmodified & b. that it meets club requirements. A dating officer can also appraise the machine if it is presented to him in person. A list of appraisal officers is in the Chatter & online. DoT authorised machine examiners cannot appraise the machine in respect of Club requirements, their role is solely to inspect and determine the machine's road-worthiness.

CLUB REGALIA

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428

We can walk and talk like a club, but let's look like a club, Andrew would like to hear from you when we get back together again. Please help Andrew out, he would love to move some of this gear after lockdown.

Hi- Viz Vest	\$20	Fleecy Top	\$50	Cloth Badge	\$10
Polo Shirt	\$25	Winter Jacket	\$80	Fleecy Top	\$50
Windcheater	\$35	Machine Badge	\$20	Winter Jacket	\$80
Cap	\$10	Stubbie Holders	\$5	Machine Badge	\$20
Beanie	\$10	Floppy Hat	\$10	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)	Sticker/Decal	\$2 or (3 for \$5)		



WELFARE REPORT by Adrian White

Vale Ruby Chester: We are so sad to record the sudden death of Ruby Chester, beloved wife of sixty-seven years to Life Member Norm Chester. Ruby is survived by Norm, children Ray, Carol and Alan, to whom we offer our heartfelt condolences.

Vale Murray Morell: #233. Murray lost his one-sided fight with mesothelioma on 9th of August, 2020. He was sixty-nine years old. Murray remained a member of our Club, though he was more active in the Indian Club of W.A. That club had folded many years ago; with Peter Robinson, they were able to effect re-incorporation. Murray will be remembered as "The Guru" of Indians, helping several of our members with their bikes. Our condolences go to his family.

Norm Chester and his family are most grateful for the support, and condolences, offered by friends and Club members, following the sudden loss of beloved wife and mother, Ruby. Thank you for your care and kindness.

CLUB EVENTS CALENDAR - Stephen Hills

COFFEE RUNS: (Regular weekly events) :

Southern suburbs - 10am Thursdays - Meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook. Organiser - Stephen Hills

Northern suburbs - 10am Tuesdays - Meet at Yanchep Lagoon Cafe. Organiser - Jim Douglas

DGR - 27 Sep 2020 - Because of Covid19 pandemic format will be different to previous years. Starting and finishing in Fremantle. TBA. Watch DGR Facebook and website for details. Contact Stephen Hills 0413678604

STATE HISTORIC CHAMPIONSHIPS: 27 Sep 2020 - arrive before 10 a.m. Display and parade lap - Collie Multiplex - earlier machines preferred i.e. pre 1973 but not essential

PETER GROUCOTT RUN: 4 Oct 2020 - Start at Wattle Grove Clubrooms,. Meet 9.00am for 9.30 start. Ride to Serpentine Tractor Museum via scenic route through the hills. Visit the Tractor museum and enjoy morning tea provided by the Museum volunteers. \$10 charge for Museum entry and morning tea. Back up provided. Contact Steve Hills 0413678604 or Jim Douglas.


CLUB EVENTS CALENDAR - Stephen Hills


MONTHLY MEETING: 7 Oct 2020 - 8pm at Wattle Grove Clubrooms

WA TT/BEVERLEY MENS SHED: 18 Oct 2020 - Meet at The Station Masters House Jacoby St Mundaring 9.00am for 9.30 start. Ride to Beverley via BP Lakes road house, West Talbot Rd. Enjoy BBQ lunch at the Beverley Mens Shed then return via West Dale Rd and Karragullen. Back up provided. Contact Steve Hills 0413678604

CLUB CARS & COFFEE


1st November 9.30am to 12.30pm (stay/leave as you please)
Hosted by the VCC Veteran Section
VCC Club Rooms, Hale Road, Wattle Grove

 coffee van on site



The Veteran Section of our club will be celebrating the amazing work carried out by our members in restoring & preserving these beautiful vehicles. This is a chance to talk to the owners about these very historic cars and closely inspect them.

A great opportunity for all VCC members to inspect your club's Hale Road facilities. The Club rooms, Parts Shed and Restoration Shed will be open for viewing. BRING YOUR CLUB CAR ALL WELCOME!



VETERAN CAR CLUB COFFEE MEET : 1 Nov 2020 - Meet at The Wattle Grove Club rooms from 9.30am. Enjoy camaraderie with the VCC members and view their facility. Veteran car display. Come and go as you please. Coffee Van on site.

ALBANY HILLCLIMB: The Vintage & Classic Club of Albany is holding its Annual Hillclimb weekend on 31 Oct & 1 Nov 2020. Application forms and details can be seen on the VMCCWA website at <https://vmccwa.com/oilrag/2020/08/01/albany-hillclimb-1-november-2020/> or contact albany.hillclimb@gmail.com or phone: Bob Whittingstall: 0418 944 437

ANNUAL GENERAL MEETING: 4 Nov 2020 - 8pm at Wattle Grove Clubrooms

MUNDARING COMMUNITY FAIR: 7 Nov 2020 - Anglican Parish Grounds Mann St Mundaring. Fair from 9.30am-1.00pm. Display bikes in cordoned off area on Mann St. Enjoy the family atmosphere of a Fair in The Hills. Contact Steve Hills 0413678604

GYPSY TOUR: 14/15 Nov – The Gypsy Tour is on again for 2019 and by popular demand is returning to Denmark. Come and go as you like as this is purely a social run. Come by car bike, ride what you bring, all machines welcome. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. The run base will be the Big4 Denmark

Ocean Beach Holiday Park, but you can stay anywhere you like in the region of Denmark. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard 0434215665, ildottore@inet.net.au

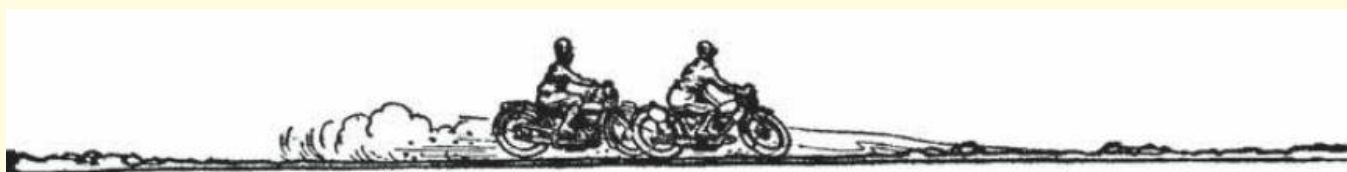
DAM EARLY RUN: 29 Nov 2020 - Chas Bayley

MONTHLY MEETING: 2 Dec 2020 - 8pm at Wattle Grove Clubrooms

ORABANDON RIDE: 4-6 December - Kalgoorlie - Richard Argus & Mario Cudini - details TBA

BOXING DAY BREAKFAST: - 26 Dec 2020 - Ken Vincent

OLD IRON CLASSIC BIKE DISPLAY & SWAP MEET: 21 March 2021



PRE31 SECTION

ROARING TWENTIES RUN – 21ST & 22ND NOVEMBER 2020: Open to all pre 1931 bikes. This run starts and finishes at VMCCWA Club Grounds Hale Rd, Wattle Grove 6107, with an overnight stop at Beverley. Perpetual trophy to whoever rides in the “spirit of the event.” Best Vintage trophy, Best Veteran trophy, Best small bike trophy, special award for all belt drivers plus more awards and grande raffle drawn Sunday BBQ. Bike display in Beverley Saturday afternoon. Free breakfast at the Mens’ Shed for all entrants. Run by the Pre31 section VMCCWA. Book your own accommodation at hotels asap! Limited rooms – mention VMCCWA. Ph Beverley Hotel 96461190 or Freemasons Tavern 96461347. More info and entry forms closer to date. Ken Vincent – 92932093 or 0439294 366 – bognorridge@yahoo.co.uk.

ALBANY SECTION

ALBANY MATTERS

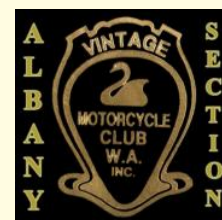
Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. **NOTE** Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

Date
October 13th

Club Runs & Events
Richard Turpins run

Trailer backup
Required

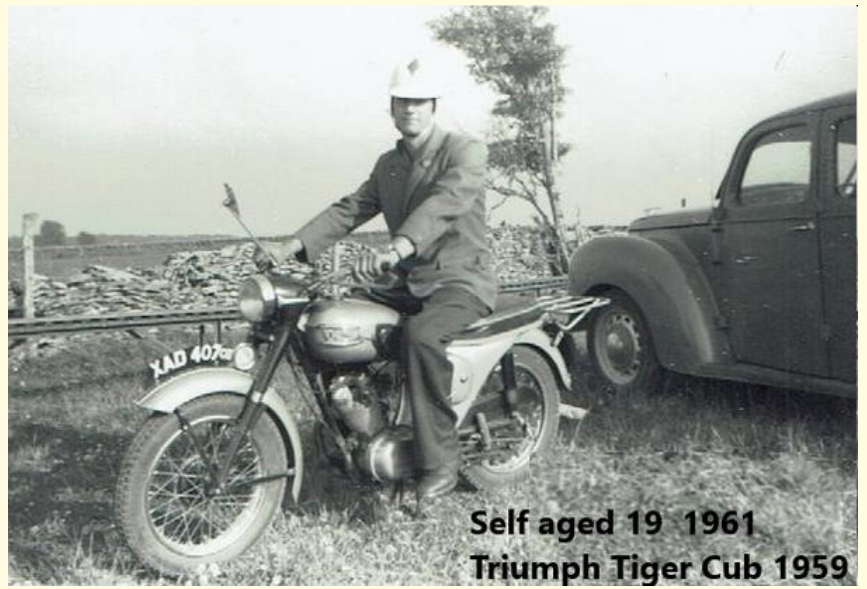


T.T.T – PART 2 – David Main

Motor Cycles did not feature much until I left school. After Prep School when I failed to achieve entry to Military Wellington, for which I was subsequently grateful I moved to ‘Dean Close’ Cheltenham, which was much nearer to home. The family had down-sized to a smaller farm at Wyck Rissington in the Cotswolds. We had two David Brown Cropmaster TVO tractors and a MM Combine Harvester driven by a Wisconsin Engine. It required both tractors coupled together to negotiate some of the steeper Cotswold fields. School days were happier at ‘Dean close’ as here I could sometimes get permission to ride 18 miles home at the weekend on my 3 speed Raleigh push bike. I recall a prank when one of the boys tied some bras on the roof of the main school entrance. I think they were shot down by a certain student, ‘Dowty’ who was allowed a shot gun to control vermin at the school Piggery. He led a charmed existence because his uncle (of Dowty Hydraulics) was a major sponsor of the school.

Father always drummed into us the dangers of motorcycles but then related tales of his own youth. My Grandfather had been a GP in Gifford, Cheshire during WW1. Initially he owned the first car in town – a DeDion Bouton. There was great excitement when the Dr’s car was expected. However, as it arrived a day late, horses were deemed to be much more reliable! His Chauffeur left to go to the war and for some unknown reason the car was replaced by a Sunbeam Sidecar Outfit. My Father and uncle looked forward to call outs during the school holidays so they could pilot the combination. There was a certain dog in the street that insisted in attacking any sort of vehicle and probably seriously endangering those on horseback. The two boys finally sorted out the dog by means of a plank of wood wielded from the sidecar!! Father also related the dangers of shooting birds at the bottom of the garden when a bullet ricocheted off a stone, went through the Pub window and landed behind the Barmaid. I don’t know how they talked their way out of that one!

Some 52 years later my wife and I decided to visit Gifford and to our great delight the Dr’s house was still in existence. The then current owners gave us his large Day Book and an even larger gas Surgery Lamp which now converted to electric gives light to our front door. Back to my own youth. Our own farm had been sold whilst I was still at school, due to Father’s unknown persistent illness. I had decided to go to Ag. College and was required to do an apprenticeship on a farm as condition of entry. This was going to require daily commuting some ten miles and I had a big surprise when a new Triumph Tiger Cub was delivered. I was told to get my license and go to work. This I did for 5-6 days a week for the next two years. No pay, no meals provided nor even fuel. I wonder how some would view that today. However, that was the agreement my Father made. It didn’t do me any harm and gave me a good introduction to motorcycling, learning to ride in rain, frost (black ice was the worst), and sometimes snow. I learnt a lot about life, the value of hard work and relationships. The little 200 cc Triumph gave good service over a number of years and was passed down to my brother. I don’t recall any particular problems with it. Next time, the ‘Rolling BSA’ and the ‘Ditched Indian’



Self aged 19 1961
Triumph Tiger Cub 1959

GYPSY TOUR 2020 - 14/15 NOV - PLEASE REGISTER INTEREST

VMCCWA PRESENTS

The 2020 GYPSY TOUR

Denmark

Come and Join us
Country Fun
at its best

14-15 NOVEMBER 2020

Saturday up Scottsdale Rd across to Cheese Factory for coffee, chocolate & other treats. Then off through the forest to a lunch stop. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section at Youngs Siding followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour.

Base camp is the Big 4 at Denmark Ocean Beach Caravan Park. Stay anywhere in Denmark but run starts from the Big 4.

Be There!

Register with
Murray Barnard
0434215665
web@vmccwa.com

**APPROVED
NOT TO BE MISSED**

Please
Note

FOR CATERING PURPOSES & ROLL CALL: If you are joining the Gypsy Tour in November, could you please let me know on 0434215665 or email cobrat500@gmail.com. Albany Section are putting on a free BBQ for all Gypsy Tourists so appreciate letting me know so that we can cater for everyone. Thanks, cheers Murray

Motorcyclists the happiest motorists

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Survey finds riding helps reduce stress levels and provides a sense of freedom, among other benefits

SAM JEREMIC

Motorcyclists are the happiest people on our roads, according to a survey of Australian motorists.

To coincide with the launch of its motorcycle insurance program, ING commissioned a study of more than 1000 Australian motorists to discover their behaviour and mindset while on the roads.

The survey's 313 motorcyclists were found to be 27 per cent happier than the average motorist, with many riders having a different relationship with their bikes than others have with their cars.

More than 80 per cent of motorcyclists said riding made them happy, compared with only 55 per cent of other motorists.

It's a love which is passed down through the generations.

In fact, more than half of the motorcyclists surveyed said the positive mental health effects of riding was their No.1 reason for choosing the two-wheeled lifestyle.

Almost half (48 per cent) of the motorcycling respondents considered riding a form of mindfulness which helped reduce stress levels; 41 per cent

said they loved riding's sense of freedom; and more than a third (34 per cent) liked to head bush to enjoy the fresh air and take in the natural surroundings.

ING's head of wealth Cathy Duncan said it showed motorcycles were more than just a means of transport for most people.

"The research indicates that riding a motorcycle could be providing many with some of the same benefits of practices such as yoga and meditation," she said.

Other benefits of riding were listed as convenience in getting around (36 per cent), easily finding a parking spot (35 per cent) and saving money (34 per cent).

It's a love which is passed down through the generations, with 35 per cent getting into it due to friends or family, and a quarter vowing to keep biking as a family tradition by teaching their children how to ride.

It can also be a relationship builder or saver, with 43 per cent of riders wanting to share their love of riding with friends or their partner.

However, it's a hobby which can become an obsession: 60 per cent of riders said their gear and leathers were more important than belongings such as their car, computer, phone, watch or wedding ring.

I very much enjoyed Sam Jeremic's column "Motorcyclists the happiest motorists," in "The West Australian" of Saturday, August 22. I had several "could have told you that" moments; I'm sure it will resonate with our readers. WA News have kindly allowed a reprint in the "Chatter," For what they are worth, here are my thoughts on what makes Motorcycling an essential part of your life. Your feedback welcome!

WHY? "How old are you?" I mention a number that continually surprises me by its seniority. "And you still ride on of those things, when you're old enough to know better! "Why?" "Yes, because I enjoy it." "So you enjoy getting soaked when it rains, cooked in summer, putting yourself at the mercy (or likely, the lack thereof) of every clown on his or her phone whilst driving. And how do you carry home a bag of groceries? Or a carton of beer? And if you do crash, you're going to get hurt, or worse" You have to concede the truth of what's been so eloquently said. You've heard it all before, and occasionally, probably on a long boring road, in extreme heat or cold, you do think "why the hell am I doing this?" But it's like pips in an orange, in about the same proportion. Pesty when you strike one, but totally irrelevant in the enjoyment of the rest of the fruit. And then they want you to think they do understand, they'll bang on about "oh yes, the wind in your face, the freedom etcetera," and you can't be bothered telling them you wear a full face helmet precisely to keep out the wind and the insects it carries, and in summer, the burn. They'll never really get it, they need to get on the back of a bike and find out. If you do take a virgin passenger, take it easy, don't scare them half to death. Maybe they will understand. So, why will I go on riding for as long as I'm able? I'll try to sort out what is good about it.

I like the look of bikes, especially older ones.

They're honest, nothing hidden, and purposeful, and handsome to a greater or lesser extent, depending on the designer. Polished alloy, chrome, rubber, with gleaming paint, the whole attitude of the design fit for purpose. My secretary once remarked, as I gazed at a then-new Norton Commando, parked on our forecourt, "You look at that bike like you're looking at a pretty girl!" I like working on bikes (most of the time!) and even like cleaning them. Very satisfying. Restoration is fascinating, frustrating, can be a bit boring, puzzling and totally rewarding. That generator, which wouldn't even turn over and looked like scrap, now looks new, spins silky smooth and produces electricity. Satisfying. It tests your patience, ingenuity, and a multitude of skills. That rusted and dented mess finally emerges as a beautiful, elegant, shining petrol tank. Makes you happy. I have (some would say juvenile) enjoyment of the sound of bikes, especially big singles working hard. Music! I mostly enjoy the company of like minded people, as you'd expect. When any group get together, be they stamp collectors or budgie breeders, their common interest makes for enduring camaraderie and socially good times. There are clubs to suit every taste. There's a particular pleasure belonging to a minority group. You've discovered and pursued something special, and if that something happens to have elements of perceived danger, or notoriety, that can be a bonus, especially to a teenager with a bit of rebellion in mind. I must admit, I still enjoy going into restaurants and other public places. In my riding gear. I've found that something special! Contrary to that, its also nice tucked up in a helmet, all alone with your thoughts, and appreciation of the countryside passing by. Very private in there, you can sing like you're full of Bundaberg's finest, you can make stirring speeches, you can practice your speech for your daughter's impending wedding. And no-one can see! *Many thanks to West Australian newspapers for the reproduction of the article by Sam Jeremic.*

NUMB BUMS - ADRIAN WHITE

All the above is good, but pales into the background compared with THE RIDE. That is something you can do, just for it's own sake. Unless you're a new driver, you're not likely to take the family Camry "just for drive." If you had an Aston Martin at your disposal, that could change things a bit, but not many of us are so blessed. You're far more intimate with your bike than even that Aston Martin driver is with his car, and he doesn't have to lean into corners just to get round them. You're wrapped around your machine, if you shift, the bike follows. I imagine horse riders would be nodding their heads now, they surely would get it. You're very much at one with the bike, the countryside, unimpeded vision, the air is untouched and the temperature is what it is, good or not so. The scents of the countryside are yours for the taking, new mown hay, that's the good bit, a close-by piggery not quite so good. But you're connected to it all. Added to this you've got at your bidding exciting performance in speed, acceleration and stopping, even on relatively modest bikes. Now, the crux of it all – cornering. Practice makes perfect here, you go on learning forever, becoming smoother, faster, flowing through bends with fluidity of water down a slope. Even a ride to work can be fun; that tricky off-camber corner just after the service station requires practice, and then you get it right. Such a good feeling. Then tie a quantity of bends together, get them all right, exciting stuff. The closest analogy I can offer is this – it's like dancing with your favourite partner, to your favourite music on a perfect dance floor. Wonderful. In each instance you're totally together, as one, perfect harmony. And how good is sharing this with someone dear to you, tucked up snugly behind. Can't do that in an Aston Martin! That's just one man's view. I'm not trying to speak for anyone else. It would be very interesting to hear why YOU ride. Put pen to paper, or email, or phone.

BSA BONANZA



The Club has purchased a massive collection of BSA parts, complete machines, incomplete machines and rolling frames, engines, mag-dynamos, instruments and an endless stock of wheels, mudguards and esoterica. The collection was purchased after a tip-off from Maurice Glasson that a deceased estate was to be sold.

Accordingly, John Menghini, Stephen Hills, Jim Douglas, Keith Weller & Yanti, Chas Bayley, Geoff Russell and myself along with 4 trailers and a hired truck managed to load up the collection and transport it into storage where it will be sorted and priced for eventual disposal to Club members. The parts will not be auctioned but made available for sale through the parts store. Complete machines of which there are 2 sidecar outfits will be sold by ballot.

The parts store was in need of fresh stock, I think this lot will take years to work through. *Murray Barnard*

MOTORCYCLE DREAMING - Murray Barnard

Prices have started creeping up for 70s & 80s machines as generational change starts to kick in.....and as international trips are off we all have the money for that European holiday burning a hole in our pocket. So, what can you get for that sort of money? What is for sale in WA. 1st of course is Moto Guzzi....we saw this one in the last issue for sale, 1973 V7 Sport Moto Guzzi, asking \$30,000, which is top dollar and not likely to make it. A game changer, the V7 Sport lifted Guzzi's sporting profile and lead to...the le Mans 850! The le Mans shared the fabulous Tonti frame but added linked Brembo disk brakes and a more powerful motor. With looks to die for a Moto Guzzi le Mans was an affordable classic, or was...this 1976 le Mans is asking \$38,000. Again top dollar and not likely to make it, especially as it is not entirely original, still it is appealing, but unlikely to sell in a hurry.



1978 BMW R 100S, 11,000 since rebuild and not completely original, still a cheaper classic for the period, but BMWs, like most Euro bikes are slow sellers and appeal to a certain waxed cotton brigade. Still a solid reliable machine that won't toss you over the handle bars at \$11,000!



The BMW might not toss you over the handle bars but injudicious use of the throttle on this beauty could. A true classic the 1985 Suzuki GSX750 spelt race replica like no Japanese bike had to this date. A superb machine, asking \$22,000 and who is to argue with genuine low mileage machines hard to come by. The 1975 Rickman Honda CR750 with 4k on the clock since rebuild is asking \$22,000. 50kg lighter than a stock CB750 and with looks to match its performance the Rickman is a rare machine locally. Built to suit the cafe racing scene of the mid 70s it is a unique machine. Since we know the owner we will leave the sales pitch to him. A fine bike.



Kawasaki Z1300 six cylinder watercooled with brawn to match. Quick and smooth machine which needs all of its brake to pull up. Built to out-do Honda it was in a class of its own. Asking \$15,000. An alternative is the water-cooled GPZ900, a strong machine with looks to match. Lighter & nimbler. 1981 model available for \$7500.



MOTORCYCLE DREAMING



Two Suzuki 750s, different decades and completely different in design. Having had 2 Suzuki GT750s, one from new for \$1499 and a 2nd-hand one for \$400 I can thoroughly recommend them for durability, handling & performance. They now have rarity value. Even so, I would struggle to come to the \$22,000 being asked for this example, fine as it is. \$6000 will snap you up a repainted GSX750 Suzuki with 24,000kms on it. An excellent strong motor but not in the must have class even at \$6000, but it would make someone a good ride. Ron Chave has one going at a much better price., A bargain in fact.

Well that's it, sparse pickings I'm afraid. Have to rely on word of mouth I guess. I didn't look at tiddlers. We don't buy old bikes for rational reasons, but for now I guess I will just have to hang on to my money.

MEETING MINUTES - 2 Sep 2020

Held at Wattle Grove commencing at 8.00 pm

Chairman: Les Vogiatzakis, Acting Secretary: Jim Douglas, Treasurer: Jim Douglas.

Apologies: Lat Fuller, Richard Argus, Murray Barnard, Nic Montagu

Members Attending: - 45.

1. - Microphone Usher: - from a host of many Chris Davis was selected.

2. - Visitors: 4 visitors all with old bikes who were also interested in joining the club.

3 - Welfare report - Adrian White

Roger Bowen will be returning to work when medical formalities are done. Feels good but still has troubles eating.

Ron Gordon now has driving license returned. Norm Chester recently lost his wife of many years. Murray Morrell, a long time member of the club recently passed away, very sudden.

4. – New Member applications - Mario Cudini

Following the August GM there were ten membership applicants approved by the committee to the end of August. They were: John Sander, Roger Cass, Andy Miller, Graham Prall, William Knuckey, John Neylon, Darren Gazolla, Bruce Johnston, John Banks and Terence Sansbury. New Member envelopes were presented to Andy Miller, Graham Prall, William Knuckey, John Neylon at the meeting. Members gave them a warm welcome. Following those approvals, there are 3 new member applicants for September: Gregor McKillop, Peter Voight, Roger Parham. If anyone knows of any reasons that they should not be accepted, then make your views known to the secretary with 7 days.

5. – Chairman's Report – No report this month

6. – Secretary's Report (Richard Argus) Numerous emails; responded to at the time. Several events announcements which I have been forwarding to the committee and the events coordinator as they are received. These are not recorded below.

Inwards Correspondence

ESM Strata: request from owner of lot 1 for building modifications and additions.

AJG insurers: Subject: VMCCWA declaration for recreational events.

Trade mark acceptance of OLD IRON; letter of confirmation.

Email from VCC re housekeeping issues (outside light, laydown area, disabled parking to be kept free).

Further correspondence from ESM strata, re owner of Lot 1 keen to proceed with alterations.

Gallagher Insurance – confirmation of coverage.

Outwards Correspondence

Numerous responses to emails; significant issues were:

Letter to Evan Fleay – offer to purchase motorcycle collection.

Response to VCC (Alex Kirkwood) re housekeeping issues.

Response to ESM Strata re Lot 1 alterations.

MEETING MINUTES - 2 Sep 2020

7. - Finance Report -Jim Douglas

Sales for the first two months of the year were \$1252 of which \$4500 represented cost of sales. More on this at the end of the report. Other income was \$1314 from members fees. Operating Expenses were \$4,714 mainly from Chatter fees \$1842 and Insurance \$916. Giving a loss of \$7,087 for July and August.

During the last month an opportunity has arisen to purchase a large motorcycle collection of bikes and parts. These are mainly BSA related parts and bikes. The amount paid for the collection is \$45,780. The collection will be brought into the club, then catalogued and methods devised of making the parts etc available to all the members. We would like all members to have the opportunity to acquire projects, bikes and parts. We will not be auctioning the collection.

The collection had been identified initially by Maurice Glasson and was subsequently viewed by Keith and Chas to determine and assess the collection.

8. - Reports.

8.1 Web, Admin & Chatter Editor & Publisher: - *Murray Barnard* - No report this month

8.2 Library report - *Ken Vincent, Librarian* - Nothing new to report

8.3 Spares report: - Keith Weller in Spares - Substantial collection is being purchased by the club. Predominately BSA A10, M20 and A65, however there are some other manufacturers. We know of a quantity of mags, mag/dynos and chrono speedos. Watch this space for more information on this substantial collection.

8.4 Registrar's Report: - **Lat Fuller #845** - Since the last report in the August meeting the following activity has taken place: New 404 registrations, Jeff Condon Norton 18. Transfer of ownership: Yamaha 350RD from Garry Shelton out of the club. A situation that has recently arisen occurred when a member, having his first time inspection with Phil Skinner, was told by Phil that he was not authorised to sign his appraisal form. The member had to go to a listed appraisal officer to have this done. This is a matter will be clarified for future reference.

8.5 Dating Report: *Maurice Glasson*

There have been nine bikes dated in August for the 1931-1970 Group: 1949 Norton for Jeffrey Condon, 1964 BSA A50 for Lloyd Redstone, 1967 Triumph T120 for Paul Armstrong, 1970 BSA A65 for Alan Cox, 1967 BSA B44 for Alan Cox, 1968 BSA A65 for Alan Cox, 1970 Suzuki T500 for Paul Spittle, 1959 BSA Gold Star for Colin Tie, 1960 Lambretta 125Li for Graham Prall. I have another bike underway in the dating system

8.6 Dating Officer Post 70: *Les Vogiatzakis*- Due to shortage of time no dating during August.

8.7 CMC Representative: *Les Vogiatzakis* - Most executive positions filled at the AGM.

CMC are our representative for interface to DoT for concessional licensing. Some traction for modified vehicles which may be of interest to members. It may happen in the future but will be different to 404.

9 Events Coordinator: Steve Hills

9.1 Events Past - Keith's BBQ was a great day. Good food and plenty of camaraderie.

9.2 Events Future

Cafe hop this Sunday leaving from Knoll north of Hillarys Boat Harbour.

12-13 September is the pre-31 Beverley ride See Ken Vincent for details

12-13 September is the Vintage scramblers event at Wandering. Not a club event.

27th September is the DGR (Distinguished Gentlemen's Ride) We may be one of the few in the world who will run this event this year due to COVID 19.

4th October is the Peter Groucott ride - start at 10:00 at the Maddington Unit. \$10 charge for entry to the museum and morning tea. Not a long ride.

WA TT will start at Mundaring again this year but the route will be different. Lunch at Beverley and return to Karragullen. See chatter for dates and start times.

1st Nov is a joint activity with the car club at the clubrooms. We may get an opportunity to see their extensive facilities.

25th Oct will be the fly-in at Serpentine airfield. If anyone wants to organize this contact Steve.

A member asked about the Orabandon run this year in December. Talk to Richard Argus ASAP, as it is close to full, including accommodation, and he will support you. Richard provides his company warehouse for safe storage of the bikes overnight, and the event is a great way to see Kalgoorlie-Boulder, too.

10 Regalia Report:- Andrew Hobday - Nothing to report

11 – General Business.

Ballot of machines – The draw for the motorcycles was held and the results were.

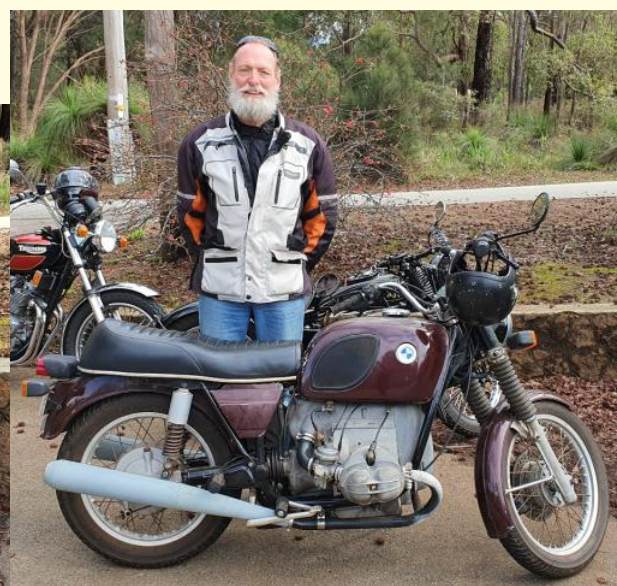
a. Suzuki DR 600 will go to Sean Killalea

b. Suzuki TS 185 will go to George Webber.

A member mentioned that Repco have a good offer on Batteries and trickle chargers at present.

There being no further business the meeting closed at 8.55 pm

PICKERING BROOK



Despite the cold mornings, the rain has stayed away and Bean 2 Brook grows in strength from week to week, More & more bikes and riders roll up for a pleasant morning's ride and chat. The coffee social meet is proving to be one of the Club's most popular events. The coffee, cakes and sausage rolls are also a great attraction. New member Terry, left, with his Mk IV Moto Guzzi le Mans. Below left - Stephen Hills rolled up on his recently acquired Moto Guzzi MkIII le Mans. Below - Peter Lowmass on his BMW. Main photo - Stephen Hills, Steven Payne & Bernie Carton discuss V4 magic. Back cover - Lionel Rudd and Terry McKie braved the cold and mist of Westdale Road and Brookton Highway riding from Beverley to grab a coffee and try to get some feeling back into their cold & numb fingers.



KEITH'S SOIREE

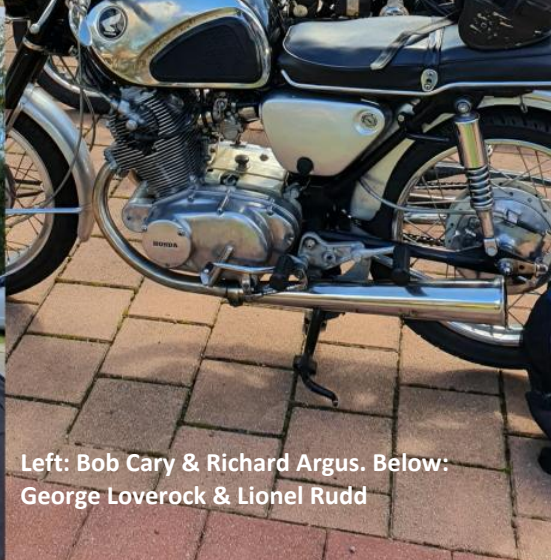
Keith's BBQ never fails to attract a large and positive crowd of Club members. This year the event was blessed with clear skies and warm sun, a pleasant change from recent days. Special thanks to Keith, Yanti & family for putting on a fuss free (other than when the BBQ caught fire) & friendly lunch. A great range of machines on display and also amongst those ridden to the social event. Good to see many old faces again and some new ones.





Clockwise from below: John Meneghini, Andrew Hobday with his 1974 Kawasaki Mach III, Ken Foster with his 1926 BSA Roundtank 250, Chas Bayley and Michael Byrne with his 1951 BSA Bantam.





Left: Bob Cary & Richard Argus. Below:
George Loverock & Lionel Rudd





Above: Barry White, Henry McKenna & Mike Davies.

Below: Keith Weller calls the house to order!



Elliott Montagu's 1927 Triumph N model restoration – Part 6

Continuing from last month, the next thing to do was to set the timing.

The "Instruction Book" says to set the points breaking with the piston 7mm before TDC and ignition lever fully advanced. VMCCUK old Triumph expert, Peter Cornelius, (cornelp@xtra.co.nz or peter@triumph.gen.nz) recommended setting the timing at full retard on top dead centre. He maintains that the fuels we use now are so different to those used in the twenties that the tuning figures are no longer relevant. With the points breaking, the piston at TDC and the lever in the fully retarded position it is only necessary to advance the lever until the engine sounds and pulls OK. Not very scientific but apparently it works. The timing was set and with a couple of mates watching I kicked it over. It didn't start because we had set the timing with the lever in the fully advanced position! The timing was reset and amazingly the engine fired and ran on the first kick. This was quite a moment for me. Perhaps in the fifties, after being thrashed around a paddock for years the bike was discarded. The engine hadn't made a sound for maybe sixty years and there it was running again with that old fashion characteristic exhaust note. The valve timing was obviously out as the engine was blowing back through the carburettor. The valve timing was altered by one tooth and that fixed it. (These engines don't have valve overlap).

There were a few small problems to fix. The petrol cock fitted is a tapered rotary type and it was leaking about half a cup of fuel overnight. Lapping with polish got this down to about half a teaspoon overnight. The difficulty in seating the needle valve in the float chamber is apparently common to these carburettors but it appears that once the engine is running it's not a problem. I have tried lapping the needle in, making a new needle and attaching a short rubber tipped needle from a modern carburettor to the needle. This didn't work because when the diameter of the short rubber tipped needle is reduced to fit, the flutes disappear and the fuel flow past the tip is reduced.

The oil system on this engine is interesting. It is a total loss system. Oil is carried in a tank integral with the fuel tank and is delivered by a hand pump on the tank or alternatively by a dripper type system that is driven off the end of the crankshaft by a helical gear. This system was intended to be the primary system and even though a sight glass was incorporated the hand pump was retained because of customer distrust for the automatic system. We had several goes at making a helical gear which drives the automatic dripper but it was not successful. The shaft on which the gear is fitted runs at right angles to the crankshaft and is mounted directly in the crankcase. There is no bushing and it's difficult to fit bushes so as the casing wears the gear doesn't mesh properly. I decided to stay with the hand pump. Prior to starting the engine for the first time the pump is operated four times and oil runs down the pipe from the pump, through a non return valve and directly into the crankcase. The spring loaded non return valve in the pipe prevents a continuous feed into the crankcase. The revolving flywheels throw the oil up into the cylinder to lubricate the piston and the cams and associated gears located in an adjacent chamber are lubricated by oil mist. The external valve stems are not lubricated but do run in guides. I'm told that as money saving measure valves in earlier Triumph engines didn't have guides. The stem ran in the barrel/head casting. Riders now give the valve stems a squirt of chain lube at refreshment stops. I couldn't get the piston in the oil pump to seal using two leather buckets as was the original set up so I made a brass piston with two rubber rings and fitted it to the plunger. This was tested by pumping into a container and the volume of oil delivered was consistent with the volume of the pump cylinder. When riding the bike the idea is to operate the hand pump every ten miles and if you're worried that there isn't enough oil in the engine the operator's manual suggests an extra pump and observe the exhaust. A slight blue trail of smoke behind the bike indicates you're OK. I bought one of those \$15.00 matchbox size speedo odometer things so I would know when its ten miles since the last pump. I was told that initially one gets over concerned about the amount of oil in the engine and the rider pumps too often. Even after being told I did this on my test rides at home and oil ran out of every orifice onto my rather lengthy drive. She was not pleased. I was able to ride on my drive but as the bike is fairly highly geared I couldn't get past second gear. The hand change is challenging but I'm sure I'll get used to it.

I contacted a 1st Time Examiner and made an appointment for an examination. The machine was loaded into my van and we went to the Club rooms on a fine Wednesday morning where Norm Chester carried out the inspection. The bike was passed and the paper work was submitted to the DOT who wouldn't license it until I produced a receipt and a statutory declaration saying where and from whom I purchased the bike. This is not necessary if you can produce the transfer papers that go with the purchase of a licensed bike. They also wanted a statement from Canberra to the effect that according to their records the bike wasn't imported after a certain date. Surprisingly DOT in Canberra was able to respond in about nine days. The statement was duly provided and a plate was obtained after the usual hour wait at the licensing centre at Midland. With a plate I was now able to try it on the road.

The road that goes past my place is downhill in both directions which means an uphill climb to get home both ways which is not good for a new engine. There is one shortish flat road off the main one so I decided to use that. I put a temporary basket on the carrier and loaded up some tools and went for a ride. The bike rides quite well. The front forks absorbed the bumps in the road and the generously sprung seat took care of the rear. The front brake, when applied, doesn't produce any detectable change in the speed of the machine but the rear brake works well. One has to judge these things by the standards of the day the bike was built. The gear lever isn't all that positive as the gear box is connected to the handle with a turnbuckle. The original connecting rod had a spring arrangement in the rod which apparently makes the gear selection more positive. I'll have to borrow one as a pattern and make one. Hopefully that will fix the problem.

I think I'm going to like this old bike and now I must get a few k's on it. There are a few other jobs to complete. I managed to scratch the tank when the valve lifter control made contact on full lock. The lighting set (which took a couple of years to collect) has been panel beaten and nickel plated along with some more bolts and washers. These items and a more suitable basket have to fitted. It's been a long time since I started this project and at times it's been challenging but always interesting. I've learnt a lot and had a lot of help and advice from members of our Club. This is part of what this Club is about.

The first object of the Club is "to encourage the ownership, use and preservation of motorcycles and other similar vehicles more than 25 years old" That doesn't only mean old English bikes it means what it says and that is bikes over 25 years old. You don't have to be an expert (this is only the second bike I have restored). The way I see it is that you should start with a bike that is not too exotic, one for which parts are readily available eg Matchless, Triumph, AJS or BSA etc. You need some mechanical knowledge, a reasonable tool kit and at times, access to a lathe or someone who can turn bits up for you. Parts sometimes need to be bronze welded, silver soldered or electric welded. There are people around who can do this for you. Why don't you consider giving it a go?

Riding notes from the Running Instructions issued to the new owner of a Triumph model N. "To start away with the engine running hold up the clutch lever, which is placed on the left hand side of the handle bar, place the gear lever in low gear position (right back). Very gradually release the clutch lever, at the same time opening the throttle slightly as the engine takes up the load, when the machine will glide smoothly away. If the machine starts with a sudden jerk, the clutch lever has been released too quickly. If the machine jerks forward slightly and the engine stops the throttle has not been opened sufficiently to enable the engine to take up the load. When the machine has attained reasonable momentum, raise the clutch lever and at the same time move the gear lever forward into the second gear position, gently releasing the clutch lever as soon as the gear lever is in the second gear position. Top gear which is right forward is engaged in a similar manner as soon as sufficient road speed has been attained. If after changing up from low to second or second to top the machine goes forward jerkily it is a sure sign that the change of gear has been made too early i.e. before sufficient road speed has been attained. The present day motor cycle is controlled more easily than a car so riders should understand that it is a simple matter to get away quietly and smoothly. The road speed should be controlled by the throttle control with the air lever fully opened. Never allow the engine speed to become so low that the motion of the machine becomes jerky as this put severe strain on the transmission and is bad for the engine. When approaching a hill the best climb will be made if the throttle opening is increased sufficiently early to allow the machine to start the climb at a good speed. Similarly if the hill will not be surmountable in top gear the change down to second gear should be made before the speed is too low for top gear. To stop the machine at the conclusion of a run declutch and close the throttle using the foot brake to make the machine come to rest at the desired stopping place."

Some notes on starting a cold engine are also of interest. "When the engine is stiff to turn owing to the oil being cold the engine may be freed as follows: Close air lever, open throttle lever about half way, raise exhaust lever and slowly depress kick start until the inlet valve commences to open. Now release exhaust lever and continue the stroke of kick starter until resistance due to compression is felt. The engine will now have sucked in some very rich mixture which will thin the oil slightly making the engine easier to rotate by means of the kick-starter. Repeat the above once or twice, return levers to the position normal for starting. Press the tickler until petrol pressure is just felt. Fully advance the ignition lever, open the air valve half way, open the throttle slightly, raise the exhaust lever, smartly depress kick-starter at the same time releasing the exhaust lever just before the kick-starter reaches the end on its stroke to allow the exhaust valve to close just before the moment of firing. After starting regulate the speed of the engine with the throttle".

Well that completes Elliott's tale of his BSA restoration from a few years ago. Thank you Elliott for your efforts and for completing an interesting record of the preservation of an old bike. Editor



A photograph of a vintage motorcycle museum. The room is filled with various motorcycles from different eras, including a prominent Harley-Davidson in the foreground. Signs for 'DALE SERVICE STATION Firestone' and 'GOOD YEAR Service Station' are visible on the walls. A large, stylized title 'Down Home' is overlaid on the image. The background shows more motorcycles and a mannequin in a Native American costume.

Down Home

George overdoses on Bourbon taste tests and BAB goes all native in the latest tales of American culture, let's hope you can bear it! - *As told by George Loverock.*

Kentucky



The Dragon's Tail is the world famous motorbike ride in the Great Smokey Mountains. 318 curves all within 11 miles. BAB and I undertook the ride without 1000 other enthusiasts and we had fun. My neck is like a corkscrew now and I resemble the old dog that used to side in the back shelves of cars bobbing its head.

After the Tail of the Dragon we continued and completed a 230 miles ride around the Great Smokey Mountains. BAB then had me attend a Cherokee Indian Cultural session. It is a two hour long educational talk on the Cherokee Indians, which I must add is just a brand name developed by the early settlers. About an hour in I began to understand why my father made me eat yogurt when I was a young boy. It contained more culture and was better for me than listening to a political session.

At the end of the political session the storyteller came on. After trying to convince me that the Skunk came about by a bully bear squeezing the poop out of a squirrel I thought it was time to leave. BAB was thoroughly enjoying herself and insisted we stay. By the end of the two hours she was wolf calling and hopping around like a real Cherokee only not as light footed. They gave her an Indian name of Woncha Rul - Thudder Stomper.

Good night was had by BAB and good day by ASA.

Couple of photo's of us on the bike are from photographers who are permanently on the Tail of the Dragon Great caring people Harley Riders.



BAB and I are now in Gatlinburg, Tennessee after having crossed over the Great Smokey Mountains from Cherokee. Before we crossed the mountains we road down Highway 19 east to Maggie Valley and visited the Wheels through Time, Motor Cycle museum a must for any motor cycle enthusiast. It is outstanding so have a look on the web and you will see what I mean. The ride from Cherokee to Maggie Valley equals the Tail of the Dragon so the head bobbing started again.

We then returned along Highway 19 back through Cherokee and up over the Great Smokey Mountains to Gatlinburg. On the way we stopped off and saw some Elk in the wild. BAB was over the moon and wetting herself, she was so excited.

The ride from Cherokee to Gatlinburg is simply outstanding and I would recommend it to everyone whether on a bike or in a car it is stunningly beautiful. The drive up and over the mountains, through the forrest, along the rivers and through valleys is second to non. The only down side is that all I got to see was double orange lines on my left, bitumen in front and a single white light to my right. BAB enjoyed the scenery whilst listening to Rhythm and Blues all the way. When we got to Gatlinburg, was it pay back for BAB having all the fun. Yew bet cha as I headed straight for the Moonshine Distilleries and into the Whiskies.

I think BAB has lurnt to understand me now that we are in Tennessee. Moon shinning is men's bisnus, nuff sed.

Yew'll be hearin frum me , - you kin count on thet if I suvive me drinken.

Wull y'all stul foller'n the blog. Got sum more words and pitchers for y'all.

BAB and I have now finished the Smoky Mountains after having been over it through it and around it. Took BAB bear hunting along the Cades Cove drive and yes she spotted one in a tree. Jumped off whilst the bike was still going. (Easier to control with less weight on the back). She grabbed the camera and was off like a bolt of lightning. I parked the bike and walked back and took over the official photography. To bad I didn't have the right lens with me, not enough room on the bike.

Then I took her on the Motor Nature Trail out of Gatlinburg which was again winding up and down but excellent. Then it was over the Mountain, again and into Pigeon Forge, Dolly Parton country. Just happened that after we fluked the Bike Build off in Asheville we have stumbled across the America's biggest vintage, pre 1970 car show. Thousands and Thousands of old restored and not so restored cars here. Next week end is the Hot Rod show. Went for a walk and also stumbled across a bar and two distilleries, bit of bad luck for BAB. Final leg south to Maryville today and then heading north to the bourbon country.



Now in Kentucky after finishing touring Tennessee by passing through the town of Sunshine. Well Sunshine turned to grey skies and it came down by the bucket loads. I am used to getting a warning about rains, few small drops on the windscreen and then progressively the intensity of the drops increases.

No not here in America, they have to do every thing bigger and better. I simply drove over a few hills heading to the Daniel Boone National Park and the heavens opened up tipping a bucket of water onto us. Completely lost sight, couldn't even see the road in front of me with trucks roaring down behind me. Pulled off the road over the rumble strips on the side of the road. They are more like rumble pot holes and as a result almost had BAB testing her draggin jeans.

Choice was to either stop and drown or keep riding with our head above water. Kept riding for about 5 miles and luckily found a bridge so we sat under that for 45 minutes like a couple of drowned rats. Then rain stopped and 1 mile down the road we found a motel. Luckily another mile down the road was a service station that sold a specific liquid to prevent the flu. I purchased two bottles and as a result prevented the flu. BAB has a few sniffles. Apparently iced tea doesn't have the same medicinal properties as Samuel Adams Boston Lager.

Then today the sun was shining and off we headed into Kentucky. As you all are aware there has been a clear line of demarcation of duties on this trip for BAB and myself. Although she did almost have to relinquish a couple of portfolios through poor performance.

Anyway today she displayed her mean side. This morning she pointed out that I was responsible for working and manoeuvring the Beast of Burden whilst she navigated. She then navigated me to the Four Roses and Wild Turkey Distilleries well knowing that I couldn't taste anything as I was riding with her on the back.

"Remember I can't ride a motor bike" I hate it when BAB outsmarts me because that's when the little voices in my head stop talking to me and I don't know what they are planning. I can't be held responsible for the outcome BAB.



BAB is considering maybe a taxi tomorrow.

Heading off to Buffalo Trace, Woodford Reserve and Lexington Brewery. The Beast of Burden, now known as the Beast of Bourbon, due to the bottles it is now carrying may get a day off. We had a stop over in Lexington for two days to do the bourbon trail and would you know it whilst we were there the annual Yearling sales were on. We called around to Shadwell farm and dropped in on the Sultan (Sultan of Brunei) and his brother at Godolphin stables. He were happy to see us and loosened up a bit after we got chatting. I said we were going to drop into the sales and offered them some advice.

I said, "Stop buying nags and get one with a couple of horse power in it otherwise you will never win a Melbourne Cup." All good and we left on good terms. Then it was off to the sales.

At the track BAB was getting frisky and said she was going to do a quick lap. I talked her out of it as she would still be running three days latter and I'd have to come back for her. Hang on BAB, go. I could just keep going.

She decided not to run and so we headed off to Bardstown. I followed a big semi and again luck has it and it took me to Barton's Distillery, Bardstown, makers of 1792, a fine bourbon.

Still with luck on my side we arrived, unbeknown to me right smack bang in the middle of the Bourbon festival.

The festival, what a let down. It is the only festival in the world were you cannot sample or buy the product from the supplier at the festival. What's the use of it.



Only option was to retire to the Old Talbots Tavern for a quick nip and the across the road to Mammy's Kitchen for tea. Well that got me totally confused too many choices and BAB said, "You are not sampling everyone of those." I'd still be there if I did.

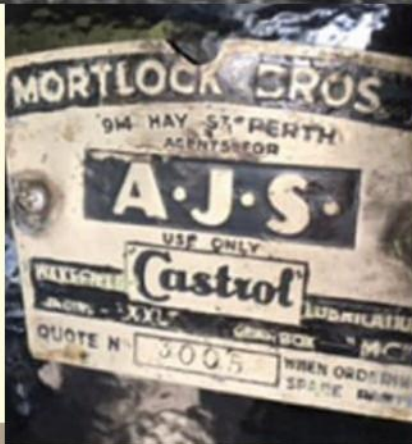
Then we bumped into some Australian Wildlife trying to make a living singing in Bardstown. Don't give up your day jobs girls stick to modelling.

Off to Cincinnati to visit friends. *See y'all next issue.*



KIM BUTT - FLASHBACKS

A bit of detail about my bikes. The AJS is a 1940 16M350 cc single. Belonged to my Uncle Kevin Gee. Complete rebuild and now runs and stops (after a fashion). One of the photos (black and white) is of my Uncle on the AJ probably in 1950's. Other photo of AJ is when I acquired it from my cousin.



The AJS took about 5 years to rebuild and I must thank all those members of the club who offered their help advice and friendship during that time. A big thank you to Keith and Chas and numerous others who's names are unknown. A huge thank you to Don Price whom I couldn't have done it without. His knowledge passion and humour , not to mention all the machining he did for me kept me plugging away at it.



KIM BUTT - FLASHBACKS

\The Suzuki is a 1979 GS850G found in a backyard in 1990 in a bit of a mess.



ORABANDON 2020 - 4/6 DEC- PLEASE REGISTER INTEREST



Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Full details will be available soon. All motorcycles and trailers will be securely stored at industrial premises in West Kalgoorlie, which will be the start and stopping point for each day's riding. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning. There is special rate accommodation available at the Tower Hotel for \$100 / night; the booking must be made through Richard Argus. Richard can be contacted on 0418 934 550 or rargus@bigpond.com.

To help with catering and planning of the event, please register your interest now using following details. Contact: Richard Argus, 0418934550, or email rargus@bigpond.com. There is no entry fee but you will need to contribute to a BBQ and pay for your own meals & accommodation.

Name:

Accompanied by:

Ph #:

Email:



FOR SALE

Single Cylinder Engine - Hepolite Pistons

Honda x 2 - Ref 19829 + .0098" + 0.25mm Original bore 1.9685/50cm LC 47 088

Yamaha - Ref 20353 + 1.00mm / .0394

Honda - Ref 19829 STD Original bore 1.9685" / 50mm LC 35 057

Honda - Ref 19829 + .0098 + 0.25mm Original bore 1.9685" LC 15 019

Yamaha - Ref 20353 + 0.75mm / .0295

Twin Cylinder Engine - Hepolite Pistons

Honda - x2, Ref 20354 .0098" + 0.25mm Oversize bore 2.2047" / 56mm LC 30 040

Yamaha XS250 - X4, Ref 20352 Oversize bore +1.00mm + 0394"

Yamaha XS250 - X6, Ref 20352 Oversize bore + 0.75mm + 0295"

Honda CB250 - X3, Ref 19938 Oversize bore + 0.75mm + 0295"

Yamaha XS250 - X2, Ref 20352 Oversize bore + 0.25mm + .0098"

Honda CBB175 - Ref 19830 + 0.75mm/ .0295

"Rings, Circlips and Gudgeon Pins included"

STOP PRESS - FOR SALE

BMW R65 1985 – VGC Well shod with panniers & new Battery - \$4,500

CENTRIFUGAL CLUTCH ASSEMBLY

for Yamaha PeeWee, new PN 3L5-16620-3, cost \$169.00 – only \$50.00
- Terry Germain 0419554735

MEMBERS CLASSIFIEDS

FOR SALE

BSA M21 Good condition club licensed \$7000, 1953 600CC VB Ariel \$4000 , Ariel Red Hunter 300cc unfinished project \$4000, 125CC Maico Road Racer Good condition \$8500 Contact John Albany 415 0898414284

DJP SIDECAR good condition, was fitted to Honda. \$2000.00, Front & rear crash bars for 1942 WLA Harley Davidson. Good condition. Painted only. \$150.00, BSA A10/A7 tool box, new condition, no lock. \$65.00, BSA front mudguard & wheel stand. \$5.00, BSA rear mudguard stays, \$5.00, 2 of each. Jeff Sieber 045605 7239

1931 CS1 500 NORTON not original, restored from 75% there basket, concession license, for more details ring Terry McKie 0428 129 208.



REPEAT

BSA PARTS FOR SALE A7 & EARLY B31 - A7 NEW Set of 4 valves with Guides, Inner & Outer Springs \$150, A7 NEW 2 Pistons .020" Oversize, With rings, Gudgeon pin, circlips \$150, A7 NEW 1 set Big End Bearings .020" oversize \$30, A7 NEW 2 Rear Suspension Plunger Slides with Bushes \$25 each, A7 NEW 2 Gasket Sets \$40 each, B31 NEW Front Telescopic Fork Bushes \$20, B31 NEW Piston .040" Oversize with rings, Gudgeon pin, Circlips \$100, B31 Used 2 Early Type Gearboxes (need Bearings & Setting up, gears same as M20) Ex WD \$250 each & B31 Used Left & Right Crankcase, Barrel, Head. Valves, Springs etc. \$250 - Please Phone Alan or Norman Chester on 9291 6767

1965 & 1966 DUCATI MACH 1: 2 bikes, both under restoration, 1965 bike only requires painting, the 1966 bike is apart and ready for paint and the motor needs to be stripped for reconditioning, lots of New parts and new wheels, will separate but would prefer to sell together with all the surplus parts, offers around \$62K for the lot,

1972 RICKMAN TRIUMPH T120 fitted with the Rickman weslake 8 valve head, restored bike just needs wiring loom, \$27000 ono

1969 RICKMAN TRIUMPH T120: under restoration, Chassis is Finished, New Tank and Seat, tyres, fitted with the rare conical Disc front brake, this bike was ordered from Rickman Brothers by Morgan-Wacker Motorcycle dealers in Brisbane. Rickman 8 Valve kit comes with this bike, \$27000 ono

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to benrners@iinet.net.au*

1938 EMPIRE STAR under restoration, Mint Frame, Wheels rebuilt, Gearbox rebuilt, new Vintage Steel mudguards, lots of New Old Stock WD parts, including all new original bolts and studs, new Tank from India, motor mostly complete, includes 1937 engine and gear box parts, \$5000

Leon, Phone or text 0406609051 or email for photo's at roughneck@ozemail.com.au

EXPIRING

EXCELSIOR AUTOCYCLE 1961 Restored and very good runner \$1500 - Contact Bruce Kirk - Mob: 0474854440

1924 AJS V Twin: very complete, Needs Resto, \$10,000 ono

1920 AJS V Twin: \$8,000 ono Needs Resto.

1933 Panther 350cc, First of the Red Panthers Made, Rare smaller bike. Needs Resto, \$5000 ono

Contact Shaun Meaney 0417 837 759, email, oldrustybikes@gmail.com

1924-1926 RALEIGH: Thought to be a 350 side valve Model 5. Most important parts there including motor, gearbox, frame, tank, seat, wheels and some tin wear. There seems to be some Douglas parts intermixed with the parts which can be negotiated for separately. In particular an early 1920's frame and subframe. Husband bought bike to restore but unfortunately has passed on. \$4,000 Ray 0420223737

STEEL BIKE TRANSPORT FRAME. Suits to 250kgs. Forklift suitable. Tie down points. \$50

BSA BANTAM MUDGUARDS: Fibreglass front and rear. \$100 each

BSA BANTAM MUDGUARD MOULDS for fibreglass work.

Front & rear. \$100 each

BSA BANTAM MUFFLER. New \$375.

Warren McEvoy 0487 799 007 wamce78@gmail.com

OUTFIT - SUZUKI GSX 750 + COZY SIDECAR Factory built and all in good condition - \$4,600.00 Ron Chave 0491 630 630



1988 HONDA GOLDWING GL1500. Super low 26,000km. Recent \$2,000 service at west coast Honda including new generator. New tyres. Long full rego until 30/05/2021. Club eligible. \$6900 or near offer. Ring Sean 0423321279 Located in Perth northern suburbs



WANTED

REPEAT

SIDECAR FRAME TO SUIT 1931 AJS S2 TWIN. Interested in a complete unit but a frame on it's own with or out wheel or body would also be an option. Brett Fitzgerald 0427 413754

EXPIRING

MOTO GUZZI "SMALL BLOCK" PARTS for V35 GT Circa 1985-89. Lot of parts for sale or swap for a Moto Guzzi V65 including frame, engine bottom end and barrels, cylinder heads & a complete gearbox. Colin Hankinson Mob: 0419044850

BSA HM19 FRAME to suit 1937 M20. Front half of frame would suffice but happy to buy full frame. Lionel Rudd 0449 536 233

NORTON COMMANDO 1971 - INNER Primary Chain Case.
1920's TRIUMPH - 7/8" HANDLE BAR CONTROLS: brake, clutch, air/ignition (dual), throttle, EV. Lifter. Contact Terry 0438936497

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reboring & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

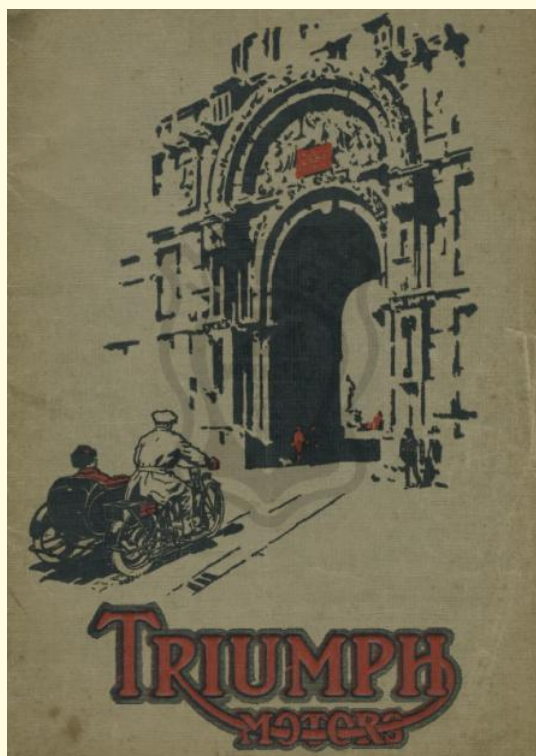
VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are now manufacturing mudguards in Donnybrook for export all over the world.



MORE M/C BOOKS

Ken has advised of the receipt of the following new print titles:

The book of the Ariel Leader and Arrow
 Ariel Colt owners guide
 Douglas hand book for 1915 to 1922 models
 Triumph models for 1922
 Velocette instruction book 350 MAC to 1952
 Norton spare parts 1955 models
 Norton spare parts 1950 models
 Ariel spare parts 1952 to 1953 sq 4
 BSA spare parts for all 1936 models



The Triumph Catalogue for 1922 is in the online technical Library as well.



"KIDDIES KORNER"



My father loved quoting Shakespeare and would often say 'Neither a borrower or a lender be'. Great Dad, terrible bank manager.

During one of his campaign trips Clive Palmer is visiting a primary school and goes into one of the classes. They are in the middle of a discussion related to words and their meanings. The teacher asks Clive if he would like to lead the discussion of the word "tragedy." So he asks the class for an example of a tragedy. One little boy stands up and offers: "If my best friend who lives on a farm, is playing in the field and a runaway tractor comes along and knocks him dead, that would be a tragedy." "No," says Clive, "that would be an accident." A little girl raises her hand: "If a school bus carrying 50 children drove over a cliff, killing everyone inside, that would be a tragedy." "I'm afraid not," explains the exalted businessman. "That's what we would call a great loss." The room goes silent. No other children volunteer. Clive searches the room. "Isn't there someone here who can give me an example of a tragedy?" Finally at the back of the room, a boy raises his hand. In a quiet voice he says: "If a private jet carrying you was struck by a missile and blown to smithereens, that would be a tragedy." "Fantastic!" exclaims Clive, "That's absolutely right. And can you tell me why that would be a tragedy?" "Well," says the boy, "because it wouldn't be a great loss and wouldn't be an accident either."

A farmer is in his big machinery barn one day doing a striptease when the farmhand walks in catching him in the act. "What the hell!?" exclaims the farmhand. "Oh!" replies the farmer, looking quite embarrassed. "Thing is, Mrs farmer and I haven't been getting on recently, and my therapist told me to "Do something sexy to a tractor".

Great news! Some of the old favourite singers and bands have re-released their greatest hits with new titles and lyrics to accommodate their ageing audience. Some examples: Herman's Hermits: "Mrs. Brown You've Got a Lovely Walker" The Rolling Stones: "You Can't Always Pee When You Want" The Who: "Talkin' 'Bout My Medication" Carly Simon: "You're So Varicose Vein" The Bee Gees: "How Can You Mend a Broken Hip" Roberta Flack: "The First Time Ever I Forgot Your Face" Johnny Nash: "I Can't See Clearly Now" The Temptations: "Papa Got a Kidney Stone" ABBA: "Denture Queen" Leo Sayer: "You Make Me Feel Like Napping" Commodores: "Once, Twice, Three Trips to the Bathroom" Procol Harum: "A Whiter Shade of Hair"

A travel agent looked up from his desk to see an older lady and an older gentleman peering in the shop window at the posters showing the glamorous destinations around the world: The agent had had a good week and the dejected couple looking in the window gave him a rare feeling of generosity. He called them into his shop and said. "I know that on your pension you could never hope to have a holiday, so I am sending you off to a fabulous resort at my expense, and I won't take no for an answer." He took them inside and asked his secretary to write two flight tickets and book a room in a five star hotel. They, as can be expected, gladly accepted and were on their way. About a month later the little lady came in to his shop. "And how did you like your holiday?" He asked eagerly. "The flight was exciting and the room was lovely." She said. "I've come to thank you, but one thing puzzled me. Who was that old guy I had to share the room with?"

BREAKING NEWS. A truck carrying ballroom dancing costumes has overturned.....Police are advising motorists to go slow, slow, quick, quick, slow..

I got chatting with a girl in a bar last night, "Can I buy you a drink?" I asked. "Don't you have a girlfriend?" she replied, "Guys like you always have girlfriends." "No, sadly we broke up just over a month ago," I assured her. "Oh I'm sorry to hear that," she said, "Go on then, I'll have a Cider please. A few drinks later after a kiss and a cuddle we headed off back to her place and made passionate love. While I was putting my clothes back on she said, "So, you're good looking, a nice guy and amazing in bed, can I ask why on earth you split with your girlfriend?" I said, "My wife found out."





VINTAGE CHATTER

DEDICATED TO THE OWNERSHIP, USE & PRESERVATION OF MOTORCYCLES
MORE THAN 25 YEARS OF AGE

NOV 2020



CLUB CONTACTS - the people who keep the place running

CLUB PATRON: Elliot Montagu

MANAGEMENT COMMITTEE

Chair: Nic Montagu – 0427171702 chair@vmccwa.com

Deputy Chair: Barry O'Byrne: 0418936254

barryobyrne2007@yahoo.com.au

Secretary: Richard Argus – 0418 934 550

secretary@vmccwa.com

Treasurer: Jim Douglas – 94016763

treasurer@vmccwa.com

Communication/Assistant Secretary: Murray Barnard –

0434215665 cobrat500@gmail.com

CMC Rep: Les Vogiatzakis – 0488915103 les@dgas.com.au,

Events Coordinator: Stephen Hills – 0413678604

steve.mag@icloud.com,

General Committee Members: [John Meneghini](#) -

jme36698@bigpond.net.au, [Neil Freeman](#) -

vn_freeman@outlook.com

WEB & PUBLISHING TEAM

Webmaster, Chatter Editor, Publisher: Murray Barnard –

0434215665 cobrat500@gmail.com

Assistant Editor: Peter Bennett – 49 Moorings Loop,
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TECHNICAL OFFICERS

Registrar: Lat Fuller registrar@vmccwa.com 0468310215

1st Time Examiners: DoT authorised vehicle examiners are listed on the Club website @ vmccwa.com

Dating Officer: Pre 1931: Michael Rock – 0437999009

(michael.rock@iinet.net.au)

Dating Officer: 1931-Pre 1970: Maurice Glasson –

0410000617 (mvg50@bigpond.com)

Dating Officer: 1970 on: Les Vogiatzakis – 0488915103

les@dgas.com.au

Machine appraisal: transferring a fully licensed machine to 404 contact any of the following officials to arrange a suitable time and place for machine eligibility inspections:

Keith Weller – Bushmead – 92742476,

Greg Eastwood – Coolbinia – 0438041072,

Jim Douglas – Kallaroo – 94016763,

Maurice Glasson – Mandurah – 0410000617,

Les Vogiatzakis – Dianella – 0488915103,

Murray Barnard – Roleystone- 0434215665

Hans van Leeuwen – Mount Nasura - 0419921693

OFFICIALS

Membership Secretary: Mario Cudini – 0418212863

membership@vmccwa.com,

Assistant Membership Secretary: Mike Blake –

0404692425 mikeblake@iinet.net.au

Welfare Officer: Adrian White 0438335563

sheryl_w1@bigpond.com

Spares Store: Keith Weller – 92742476 & Chas Bayley - 0422339693

Librarian: Ken Vincent – 92932093 & Gary Tenardi

Tech Library: Mike Williams – 0416041028

Club Regalia: Andrew Hobday – 0411358428

Invigilator: Chris Davis

Meeting Registrar/Raffles: John Laurance

Unit Caretaker/Property: Andrew Hobday – 0411358428

Tearoom: Ian Patterson

Event Backup: John Mills 0421738853 or Eric Gibbons

94961508 (when available)

Wattle Grove Clubrooms Caretaker: call if access to Clubrooms is required for your event Ph. 94532728 Mob. 0457020635

PRE-31 SECTION: Chair: Ken Vincent – 92932093, Secretary

Pre31: Art Woldan 93303264, fees payable to BSB 016499

Acc 481977532, Meet every 4th Wednesday of the month.

8pm, 6 Hickey Ardross

CLASSIC SECTION: Coordinator: Jim Douglas 94016763

POST 70 SECTION: Coordinator: Steve Hills – 0413678604

steve.mag@icloud.com, Treasurer: Chris Davis –

chris.davis1@iinet.net.au (fees payable to BSB 306133 Acc

0260192. Facebook : facebook.com/groups/vmccwapost70

Meetings are held on the 3rd Monday of each month. 7.30

pm Unit 4, 4 Malcolm St, Maddington

ALBANY SECTION: Chair: Paul Armstrong – 0417051378

(patnpaul2016@gmail.com), Albany Section Secretary:

Roger Bittner – 98446524 (rokebit81@gmail.com)

VMCCWA Bank Transfers to – B.O.Q. BSB – 126547 Acc – 21998733

Club Postal Address: P.O. Box 2268, High Wycombe,

W.A. 6057

Club Unit: Unit 4, 4 Malcolm Road Maddington

Website: www.vmccwa.com/oilyrag

Facebook: facebook.com/groups/vmccwa (to view and

post, you need to register on Facebook & then message

web admin).

THE VINTAGE CHATTER: is the official newsletter of The Vintage Motor Cycle Club of WA (Inc) A0750092T (VMCCWA). Copyright preserved except where stated. We welcome contributions from Club members. Submission of pictures either by email or in posting to club Facebook pages is taken as permission to publish in the Chatter. Opinions expressed by columnists are personal opinions and not Official Club policy. Cut-off for submissions is no later than 5pm on the 12th of each month.

BASIC PRINCIPLES: The Club exists for ALL members. As such, approved events will be advised in advance to all members through the Chatter. The Club values the privilege of 404 concessional licenses. To protect this privilege the Club will always advise the legal requirements and DoT expectations to members. Compliance is an individual's responsibility. Your privacy is paramount, you should only ever receive Club authorised bulk emails through the club website/web administrator.

Front cover: John Moorehead **Back cover:** Rhona Finnigan

UP FRONT: Matters of Note - Murray Barnard

NOTICE OF ANNUAL GENERAL MEETING: The Club's AGM is on 4 Nov 2020 and elections for committee will be held as well as a vote on pending life memberships (we currently have 3 vacancies). Reports for the year will be provided and published in the next Chatter. The AGM is on 4 Nov 2020 @ 8pm.

As we head towards the AGM it is timely to reflect on how positive members are this year with good turnouts at events which have been a pleasure with a good natured crowd, especially at the weekday social events such as Bean 2 Brook and Keith's recent Soiree. The Club Library and Parts Store are functioning well and have ever-growing collections for the members to make use of. Covid19 put a damper on things for a few months but the good news is that we continue to have a good number of new members and everyone is fighting fit and keen to get back into Club activities. We have some significant and well attended events coming up with the Gypsy Tour giving the chance for engaging with the Albany Section and Orabandon which gives everyone the chance to ride in the Goldfields and enjoy frontier hospitality. See you all at the AGM. *Murray*



CLUB MACHINES vs 404: There oft-times is confusion about dating Club machines vs licensing 404. That may be because they are two complementary processes, one is re *Club eligibility* of your machine, the 2nd is whether your machine meets Department of Transport (*DoT*) requirements for 404. Once you separate the 2 issues it is not complex.

1. **To confirm a machine's Club eligibility:** your machine needs to meet 2 conditions from the *Club rules*. These are that your machine be over 25 years old & be largely original. The Club objective is the preservation of machines. To get on the Club database you need to get your machine dated. Take your machine to a dating officer or send in the dating application form along with photos. Dating Officers are listed in the Chatter. Your machine can be dated whether it is licensed or unlicensed. A fully licensed machine does not need to be dated to be used on Club events.
2. **To license a machine on 404 concession,** there is more required as you must meet *DoT requirements*:
 - a. your machine must be dated as described in point 1.
 - b. your machine must be physically sighted, either by the dating officer or by one of the appraisal officers listed online and in the Chatter (this is because the machine registrar must certify to DoT that your machine is unmodified). *Note: a DoT approved machine examiner cannot appraise your machine.*
 - c. if your machine is unlicensed it must be examined and declared road-worthy by a DoT approved machine examiner. These are listed on the club website.. If your machine is fully licensed this step is not required.

Once the machine registrar (Lat Fuller) has the required 3 documents (dating certificate, appraisal form & machine inspection report or current full license papers) you will be issued with a Form CMC1 which you take to DoT to complete the process. Once licensed you must advise Lat as the Club database must be updated to reflect the 404 status. The full process is documented on the Club website or you can speak with the Web Administrator to clarify the process.

DoT CHANGES TO 404 RELEASED: The Department of Transport has released proposals for amendments to 404 concessions for 2021 which will create a lot of admin work for the Club and extra logging of machine use, these include:

1. A limit of 60 days Club use of your machine (these events must be pre-approved by the Club Management C'tee). Club use must be logged. No more attending Club events without logging. Club events include approved Club rides, Club & section meetings, attending parts store/library during the week and social events such as the Pickering Brook & Yanchep coffee meets.
2. A limit of 30 days Personal use of your machine. The 30km rule has been dropped as has the testing, servicing & repair rule. Impromptu have also been dropped. The new rule supersedes all these purposes. Personal use must be logged.
3. If attending an inter-club event, your machine use must be logged. No more attending another Club's event without logging.
4. In all cases, Club use, Personal use or inter-Club use, the use of your machine must be logged with the club which has your machine registered on their database & certified your machine as suitable for 404 to DoT, on the CMC1 form.
5. Monitoring the use of both Club Use & Personal use will be a joint responsibility of the member & the Club. Club logs can be audited by DoT. (Note: compliance is your personal responsibility)

FINANCIAL MEMBERSHIP & 404: Financial membership of an approved "historic" club is an essential element of the 404 concession. DoT recently suggested that in future they will require a return of Club financial members each year which will be data matched to 404 registration records to address this matter. DoT has now requested by 23 Oct 2020 a full report on Club financial members with 404 concessions. VMCCWA will supply the report from the details maintained on the Club database. The database is only as accurate as the information provided to the Club registrar. If anyone receives an enquiry from DoT please raise the matter with the Club Secretary for resolution. The report provided by the VMCCWA is for machines registered through the Club i.e. the Club issued the CMC1 and the application for 404 stated that the applicant was a financial member of the VMCCWA.

UP FRONT - Cont'd

NEW VEHICLE CONCESSION FOR MODIFIED MACHINES: The Department of transport has introduced a new concession code for 2021 for modified vehicles. It is called Concessions for Classics (C4C). Vehicles must be 1990 or older. Modifications must be supported by engineer certificates. The rules are the same as for 404, 60 days Club use and 30 days Personal. All use must be logged with the Club where the vehicle is registered. Clubs will have to apply for this concession if warranted. Details are still scant but the new concession is aimed at hot rods and similar cars. No decision has been taken yet on whether VMCCWA will apply for C4C.

THE MOTOR MUSEUM OF WA: The Museum are looking to increase their motorcycle exposure and would welcome any of the following for display, for example: Honda CB 750 4, Yamaha 650 XS1, Kawasaki 500 or 750 Mach 3, Suzuki GT750L, Kawasaki KZ 1000, Laverda 750GT, Suzuki Katana, Ducati 750 F1 and Honda Goldwing. Contact Patric O'Callaghan at The Motor Museum of Western Australia, Whiteman Park WA, 0455322282.

DISABLED PARKING AT WATTLE GROVE: The disabled parking bays must only be used by those with ACROD stickers. Also double parking is not permitted as it is a hazard in the event of fire. The Wattle Grove grounds are Kalamunda Shire Council property and if we want to retain the use of this amenity the Shire regulations must be followed.

PARTS STORE & LIBRARY OPENING HOURS CHANGED: Due to over-crowding on Wednesdays, with the Veteran Car Club facilities being open and attracting more people than Wattle Grove can accommodate, the Club Parts Store and Library will open after Xmas on **Mondays** instead of Wednesdays. Same 9am opening time and 11.30am closing time. The Parts Store & Library will be closed over Xmas. Closing on 16 Dec 20 and re-opening Monday 18 January 21.

RENEWALS FOR 2021: Please note that membership renewals are due by 31 Dec 2020. A renewal form is at the back of this Chatter or can be downloaded online. Renewal forms are required even if no fees are due i.e. for ASMs and Life members.

MACHINE EXAMINATIONS (VEHICLE INSPECTIONS): To get an unlicensed machine inspected for road-worthiness there are a number of inspection stations around the metropolitan and regional areas. These DoT authorised examiners are listed on the Department's website at the following address: <https://www.transport.wa.gov.au/licensing/get-a-vehicle-inspected.asp>. They are also listed on the Club website at vmccwa.com; but, the Department's website will always be more current.

WELFARE REPORT by Adrian White



Bob Rees lost the love of his life, Chris, and he became a paraplegic at the hand of a crazy driver in Africa. Still unable to move his legs, he's encouraged for the future, having regained some feeling. He's modified his workshop to "wheelchair friendly." He has built a BMW sidecar outfit, and is able to get onto the bike from his chair and the plan is for a trip to the Isle of Man next year. Good on you Bob, we wish you well!

Martin O'Boyle has fought a long term battle with diabetes. He has been in Hollywood Hospital having surgery. It is hoped this will be sufficient to alleviate circulatory problems. We wish Martin all the best.

Roger Bullock served as Membership Secretary, until becoming ill some time ago & recently spent time in Fiona Stanley Hospital. Roger is keen to return to his volunteer work as a food packer for Victory Life Church. Good luck Roger!

Colin Tie still suffers from headaches and dizziness. Next week sees a number of new tests and scans; hopefully with positive results. Colin at the moment has a spectacular array of bruises- his Gold Star fell off the stand whilst running, in gear, right on top of our hero, who was pinned beneath his trusty machine. Swearing profusely, it took quite some time to finally extricate himself.

Bert Holmes is constantly frustrated by his failing eyesight. His wife reads the Chatter to him, he also enjoys talking books from the library. However, when he wanders up to his shed, where so many happy hours were spent, restoring and maintaining bikes, it's sad. Bert finds this very depressing.

Roger Bowen has been cleared to return to work, but the HR department there is making him jump through some ridiculous hurdles. He's quite enjoying being at home, making good use of his time on the house and garden. Still having difficulty eating very small amounts of very specific foods, at short intervals. Roger did well to ride to the Groucott event on October 4th.

VALE: Many of our members will be saddened by the loss of Don Hall. To do any sort of justice to the career of Don in less than a book is impossible. He was an innovative engineer, a motor cycle enthusiast, (Velocette his favourite) speedboat builder and racer, speed car driver, sports car racer, and opened Perth's first dedicated speed shop. Always well dressed, always a gentleman, Don will be greatly missed by all who knew him. Our heartfelt condolences to his family. Rest In Peace, Don. Footnote. In 2010 Don published his autobiography "Both sides of the Fence." This is a totally absorbing read, detailing as it does so much about early motorsport in Western Australia. It's a remarkable tribute to a remarkable man.

CLUB EVENTS CALENDAR - Stephen Hills

PARTS STORE/LIBRARY: Open Wednesdays 9am to 11.30am . The Parts Store & Library will be closed over Xmas. Closing on 16 Dec 20 and re-opening Monday 18 January 21.

COFFEE RUNS: (Regular weekly events) :

Southern suburbs - 10am Thursdays - Meet at Bean 2 Brook Cafe , Canning Rd, Pickering Brook. Organiser - Stephen Hills

Northern suburbs - 10am Tuesdays - Meet at Yanchep Lagoon Cafe. Organiser - Jim Douglas

VETERAN CAR CLUB COFFEE MEET : 1 Nov 2020 - Meet at The Wattle Grove Club rooms from 9.30am. Enjoy camaraderie with the VCC members and view their facility. Veteran car display. Come and go as you please. Coffee Van on site.

ANNUAL GENERAL MEETING: 4 Nov 2020 - 8pm at Wattle Grove Clubrooms

MUNDARING COMMUNITY FAIR: 7 Nov 2020 - Anglican Parish Grounds Mann St Mundaring. Fair from 9.30am-1.00pm. Display bikes in cordoned off area on Mann St. Enjoy the family atmosphere of a Fair in The Hills. Contact Steve Hills 0413678604

GYPSY TOUR: 14/15 Nov – The Gypsy Tour is on again for 2020 and by popular demand is returning to Denmark. Come and go as you like as this is purely a social run. Come by car bike , ride what you bring, all machines welcome. There will be a lunch run on the Saturday and a run to Albany for the Sunday followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Backup will be provided for the Saturday and Sunday runs. The run base will be the Big4 Denmark Ocean Beach Holiday Park, but you can stay anywhere you like in the region of Denmark. Bring your better half and book a chalet! Last year was a treat so join in on this year's Gypsy Run. Contact: Murray Barnard 0434215665, ildottore@iinet.net.au

DAM EARLY RUN: 29 Nov 2020 - A morning run in the Perth hills around the southern dams. Gates open from 7.30 - 8.30 start, leave from 104 Astley Street Gosnells. Return for breakfast of sausages hash browns & beans, tea, coffee & toast - \$8. Have already booked fine weather. Any problems phone Chas Bayley 0422339693.

MONTHLY MEETING: 2 Dec 2020 - 8pm at Wattle Grove Clubrooms

ORABANDON RIDE: 4-6 December - Kalgoorlie - Richard Argus & Mario Cudini - contact organisers for details. See in this issue.

BOXING DAY BREAKFAST: - 26 Dec 2020 - *Note - a slight change of venue.* This is a self catering BYO breakfast, that means you bring your own eggs and bacon etc. We will be at the lower weir *below the dam, look out for The number 1 pump station Mundaring Weir Rd next to the O'Connor Museum* (gates open from 8am). There's good parking and toilets / bbq's. You are invited to attend on your bike or if under the weather let the family bring you by 4 wheels. We gather at the weir from about 8.00 am and it's usually over by 10.30—11.00 in time for an afternoon nap. Any questions please call 0439 294 366 Ken Vincent.

OLD IRON CLASSIC BIKE DISPLAY & SWAP MEET: 21 March 2021

YANCHEP LAGOON CAFE RUN - TUESDAYS: Lat Fuller posted some pics of the Northern Suburbs lads enjoying a social meet.



PRE31 SECTION

ROARING TWENTIES RUN – 21ST & 22ND NOVEMBER 2020: Open to all pre 1931 bikes. This run starts and finishes at VMCCWA Club Grounds Hale Rd, Wattle Grove 6107, with an overnight stop at Beverley. Perpetual trophy to whoever rides in the “spirit of the event.” Best Vintage trophy, Best Veteran trophy, Best small bike trophy, special award for all belt drivers plus more awards and grande raffle drawn Sunday BBQ. Bike display in Beverley Saturday afternoon. Free breakfast at the Mens’ Shed for all entrants. Run by the Pre31 section VMCCWA. Book your own accommodation at hotels asap! Limited rooms – mention VMCCWA. Ph Beverley Hotel 96461190 or Freemasons Tavern 96461347. Entry form on mailing slip and is online at vmccwa.com. Ken Vincent – 92932093 or 0439294 366 – bognorridge@yahoo.co.uk.

PRE-31 SECTION BEVERLEY RE-ENACTMENT RUN 2020:

We had great weather for the Saturday run up to Beverley. From the start at Karragullen, Mick Tesser and his partner Colleen arrived with their 1915 Douglas and 1928 Triumph. A new member for the Pre-31 run was Dennis Cranston on his 1927 Model W 277cc flat tank Triumph. Greg Boothey came on his 1929 500cc Cammy Norton. Dave Weeks had his 1928 BSA sloper, Lat Fuller on another 350 Douglas. Looking great and going great, Gary Tenardi on an Ariel of course. Peter Lawson held up the early veteran riders with his 1910 belt drive 500cc Norton and myself on a 1929 350cc Velocette. We had two d.n.s Martin Softly and Nat Brazzalotto. Nat turned up to see us off, his BSA had a cracked crankcase! Greg Macham met us at the pub on his 1930 Rudge. After a good meal and drinks in the hotel restaurant the next day arrived sunny and cool. Phil Morrison had arrived and started off on his 1929 James outfit, Then everyone else got away in some form or another. We had a job getting through York as there was a motor show on in Town. A few got lost but all made it to Northam except Mick on his Douglas which stopped with a tight engine and was put on the trailer. You would think Toodyay would be less busy with the York show but it was packed with tourists, cars and bikes. On the way back to Mundaring we were stopped at Chidlow with a detour for another motor show! But, all arrived in Mundaring safely. Thanks go to Jon Voogt and Sue who did the backup using Gary Tenardi's trailer. Thanks to Terry Mckie and the Beverley Men’s Shed for putting on the Sunday breakfast and using their shed for overnight storage of the bikes. Dennis Cranston won the trophy for the oldest 1st time finisher (see below in orange vest). *Ken Vincent*



ALBANY SECTION

ALBANY MATTERS

Roger Bittner, Scribe - Bernie Wolfe, Reporter - Peter Ogborne, Photographer

Albany members please note: if you change your contact details please notify the section secretary. Contact Chairperson, Paul Armstrong, 98415038, mobile 0417051378, email, patnpaul2016@gmail.com or the section secretary, Roger Bittner, 98446524, email rokebit81@gmail.com. The Albany section meets the 1st Thursday of each month at 7-30pm in The Chalet, Norfolk place, off Chipana Drive, Little Grove. Visitors are welcome. Club runs are held on the 2nd Sunday of each month, departing the Old Gaol at 10am, with a backup trailer. Coffee runs are held every Wednesday and Sunday (except club run days) departing the Old Gaol at 10am. No backup trailer. Note, some members go for a longer ride on Wednesdays so please come along. **NOTE** Normal section activities are recommencing, HOWEVER, It is important that ALL members obey the 1.5 m rule, plus carry, and use your hand sanitiser, for the safety of all section members.

Date	Club Runs & Events	Trailer backup
November 15 2020	Gypsy Tour & BBQ	Required
December 12 2020	Charity Run	
January 2021	Lynton and Ron's run	
February 2021	Flourish Cambodia	

13th SEPTEMBER 2020 - KEVIN'S SPRING RALLY:

An appropriately pleasant spring day, never guaranteed in Albany, drew the bikes out of the sheds around town. Perhaps their riders remembered the Covid isolation time (you don't know what you've got 'til it's gone) and decided to enjoy some one – on - one time with one of the loves of their lives, while it's allowed? Perhaps it's springtime and a young (oops! OLD) man's thoughts turn to *,+,&,@,#,? -- oh bugger! I can't remember back that far! Anyway you know what I mean!

Whatever the motivation, 23 happy bikes brought their riders along for Kevin's Run; a large majority were Club registered, and some, judging by their creaking pivots and cobwebs still attached, hadn't seen the sunshine in quite a while! Summer's coming and, just like their owners, it's unhealthy for our old bikes to be sleeping under the covers when the sun's shining! Don't wait for the monthly Club run; we have a short run to Nippers every Wednesday and a short run every Sunday, including two to Whale World. Yours truly had to settle for second best and tow the back – up trailer.

This was a mystery timing run so everyone was provided with a route sheet and a pen to fill in their run times. Bikes were dispatched in pairs a minute apart. First timing stop was Mutton Bird Island and then to Elleker Store for a 30 minute coffee break and plenty of enjoyable socializing. Second stage was a run through the twisties in Robinson and up to the wind – farm timing stop. From there it was eastwards to Quararup Point carpark timing stop; lastly finishing at the Clubhouse and a BYO lunch and BBQ and lots more socializing.

We only had one DNF - Andy's R80 BMW (yes a BMW died!). It decided to take up smoking in Robinson causing the owner to dismount in a hurry. After looking under the tank at the wiring (bodged by a previous owner) it was obviously not the bike's failing; Andy will have something to occupy his spare time now! Oh, and that reminds me! On last month's ride a certain BMW rider didn't escape our attention (and the laws of gravity) when he found out that when stopping at a T junction that slopes from left down to right that you should put your left foot down. Putting your right foot (a long way) down, not only places an intolerable weight on your right leg but the C of G shifts and you are forced to do a dishonourable dismount, denting both your bike and pride. Someone else now has something to occupy his spare time too! As long as no one gets hurt it's all part of the fun of riding a bike! Car drivers would never understand that! So a good time was had by all; thanks Kevin for organizing the run; we'll do it all again next year. On a slightly different note, our Clubhouse now has some (safer) steps from the rear deck (courtesy of the Albany Menshed) and thanks to John Northcott for organizing the painting of the steps, deck and canopy. *Bernie*

Spring Rally Results:- Vintage bikes: 1st Ed Shekell on -10pts, Leo Anderson & Ian Redman - 14pts, Bill Morrell -15pts, Linton Morgan -16pts, Merv bailey -18pts, Roger Bittner - 19pts, Paul Armstrong - 22pts, John Northcott -23pts & Manfred -27 pts. Modern bikes: Geoff Osborne -12pts, Danny -15pts, Bruce Johnson -18pts, Steve -20pts & Arthur Wust -23pts.

XMAS CHEER - ADRIAN WHITE

I've spoken to Raoul, who runs the relevant department at the Salvos HQ, to ask if the Covid situation is likely to effect 2020 donating. He advises me that the demand is as high as ever, but contingency plans are in place. Normally, goods are handed over personally at the Salvos, but if we do experience a second wave of Covid-19, this won't be possible. The Salvos are welcoming COLES gift cards, which can be sent touch free, and spent only on food. By all means donate such goods as you see fit, but please also consider a COLES gift card. It doesn't need to be an expensive one, but for someone in need it could be a game changer. Donating via the annual Charity Ride is very welcome, but the Salvos do become overloaded with soft toys, so a gift card would be greatly appreciated. So, Gals and Guys, let's dig deep, and keep up our enviable record of helping those less fortunate than ourselves and bring a smile to their faces during what should be the most festive time of the year! Donations gratefully received at monthly meetings or at the Parts Store during the week.

COMMITTEE NOMINATIONS

For 2021 the following Management Committee nominations have been received. The Management Committee recommendation for 2021 is to have the 4 compulsory Officer positions, that is: Chair, Deputy Chair, Secretary & Treasurer plus 5 General Committee members (one of whom fulfils the defined Communication role).

We have 2 members retiring from the Committee this year: Nic Montagu led the Club through difficult times last year and is stepping down to focus on his family and new business ventures. Highly skilled and professional in his field, our best wishes are extended for the future and thanks extended for his contribution. Also, John Meneghini, who despite living in Bunbury, attended committee often in person or online and helped with Club activity such as the parts sub-committee. John is also hoping to find more time for Club events. Thanks John for stepping in when needed.

Nominations received for 2021 are as follows:

Chair - Les Vogiatzakis: Les has shouldered several Club roles and has done a great job bringing common sense and a willingness to help to the task. Les has been the Post70 Dating Officer for some time, which is an ever busier role as the newer bikes come on stream. Les also performs a machine appraisal role and has taken on the CMC representative role. All of these roles requires good assessment skills and an understanding of legislation. Les has considerable expertise in this regard running his own business in the field of dangerous goods and safety Les provides a clear headed and balanced approach to management issues and is a valued member of the Club.



Deputy Chair - Barry 'Byrne: Barry is a previous Chairman with many years of service on the management committee. Barry is willing to confront difficult issues but at the same time is always willing to listen to members and work with them to achieve positive outcomes. Barry has been active in organising events for some time, in particular the Busselton 2 Day, was the events coordinator for many a year and is keen to promote more social activities for members. Barry is always approachable and amenable to any idea which builds on the Club.

Secretary - Richard Argus: Richard is a very experienced and responsible businessman who also has a passion for motorcycling for more than 50 years. He has a commitment for the VMCCWA and to the best interests of the members. Richard has served in the past year as Club Secretary and brings strengths to the Club which we need and should value. Consensus, a stable and positive outlook, fresh ideas, strong management and personal skills and a clear willingness to do the best by the club in an equitable manner, without favouritism and without drama. Richard is an asset to the Club.



Treasurer - Jim Douglas: Jim has many years of experience on the management committee and has helped steer the Club through considerable change. A person of high integrity, Jim has performed the role of Treasurer effectively and introduced systems changes which have improved reporting and analysis of expenditure and income. As well as having served several years as Secretary of the Club, Jim chairs the Classic Section and is active in organising Northern Suburbs runs & the Yanchep Lagoon Coffee Run. Jim is an enthusiastic rider has a number of bikes from 1948 through to 1989 and is always willing to work hard for the Club.

General Committee Members : Murray Barnard (Communication/Assistant Secretary Roles): Murray has provided many years of service to the Club. Since 2006 Murray has built and maintained the club websites, online document storage systems, managed the database and prepared the digital Chatter. To this has been added the jobs of Chatter editor & publisher, but on top of this Murray has been on the Club Committee for over 5 years & organised significant annual events such as the Roley TT and the Gypsy Tour.



Stephen Hills: Stephen is a very personable individual who has made great progress in leading the Post70 Section and ensuring they make a positive contribution to the Club. Stephen has gained a good understanding of the requirements for success as a committee member this year and has in addition to his Post70 role adopted the Events Coordinator role. In this role Steve has organised events himself, as well as, assisting others and has re-energised the WA TT, a premier event of the Club. Stephen provides balance on the committee and is a steadfast and loyal club and committee member who has brought common sense and sound business skills to the role and always chips in to help with club matters.

Neil Freeman: His first 'motorbike' was a Motobecane moped at 16 and somehow he's been riding ever since. Neil currently has an Indian built Royal Enfield and a 1968 BSA Rocket 3. He is currently employed full time as the Manager Innovation with Rio Tinto. Neil has a number of skills to offer the club including computer skills and organisational capabilities. Neil has spent a year on the committee and is always willing to volunteer to help out.



COMMITTEE NOMINATIONS Cont'd



George Loverock - esteemed blogger of his USA adventures, possessor of an unmistakable Harley Davidson full-dresser, immaculate Honda 500 Four, delicious Norton 750 Commando and a BSA on its way to serviceability amongst other things. George brings to the committee extensive service with the WA Police Force, his last role being Assistant Commissioner TRG and service with the PNG Government. Now retired George offers to bring considerable management experience on to the Committee as well as a broad interest in motorcycles.



Jeff Sanders - Moto Guzzi V7 Sports rider, RGV250 Suzuki owner and a keen collector. Jeff has a keen interest in motorcycles and motorcycle sport. Bringing as well his business acumen and experience from a range of sporting clubs Jeff offers to add positively to the mix of experience and knowledge on the committee. Jeff has assisted in the past with the Old Iron sub-committee and shown an interest in Club activities and their achievement.

NEWS



Left: A note of thanks received from the Salvation Army for the donation of 9 bicycles, all credit to Adrian and his team of helpers who each year quietly achieve this positive outcome for the Club.



We are extremely pleased that our Club has continued to show commendable generosity each year that we have been collecting donations for the Christmas Cheer Bin. Over that time, countless families have benefited.

The refurbished kid's bikes, all 141 of them, have found homes with some disadvantaged families. Imagine the joy on Christmas morning, to a family barely able to keep food on the table, to receive one of these. We could use a few more members servicing these bikes, it's not hard, mostly punctures, chains off, brakes needing adjusting and so on. Kid's don't wear them out, they outgrow them, then these bikes get neglected and parts deteriorate. You may only need to buy the odd tyre tube, but these are cheap in BigW, Target, or Kmart. I can get hold of plenty of bikes that can be restored, so just ask me. *Adrian White*

CLUB REGALIA

VMCCWA REGALIA CURRENT PRICE LIST : - Regalia Officer - Andrew Hobday - 0411 358 428 - We can walk and talk like a club, but let's look like a club, Please help Andrew out, he has a lot of stock on hand.

Hi- Viz Vest	\$20	Fleecy Top	\$50	Cloth Badge	\$10
Polo Shirt	\$25	Winter Jacket	\$80	Fleecy Top	\$50
Windcheater	\$35	Machine Badge	\$20	Winter Jacket	\$80
Cap	\$10	Stubbie Holders	\$5	Machine Badge	\$20
Beanie	\$10	Floppy Hat	\$10	Stubbie Holders	\$5
Lapel Pin	\$10 or (2 for \$15)	Sticker/Decal	\$2 or (3 for \$5)		

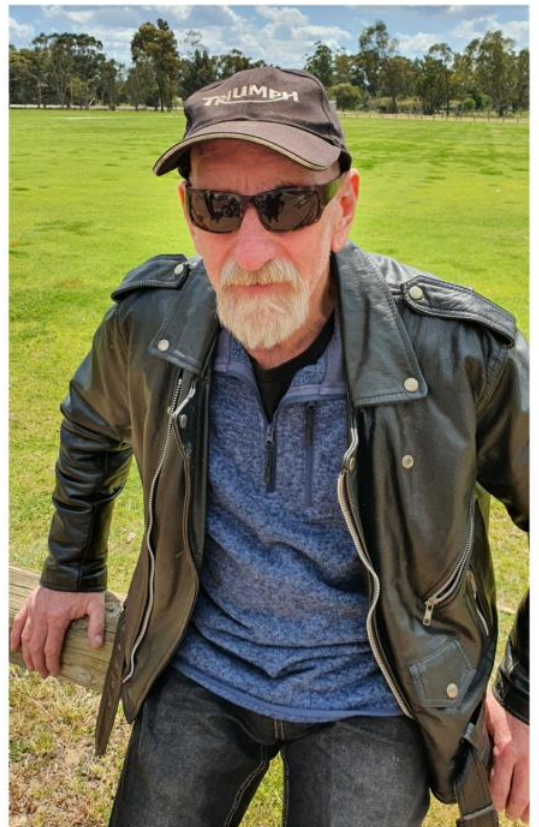


PETER GROUCOTT MEMORIAL RUN

A fine day was blessed upon the 30 odd bikes and riders who attended the Groucott Run to the Serpentine Tractor Museum. Starting from Wattle Grove the group did a quick run through the Hills via Pickering Brook and Canning Mills Road before heading to Byford and then taking the back lanes through to Serpentine and the Tractor Museum. Good roads with very little traffic which suited the run. Some nibbles were provided to the gathered throng and some appreciation expressed for some of the tractors including one which was a two stroke single with a bore of 9 inches and a stroke of 10 inches. Gordon Cecil's Suzuki GT250 is a tiddler in comparison. Another of the tractors was started with a shotgun cartridge and a wad of salt-petre. We weren't given the opportunity to see this one in action as the last guy to start it many years ago spent 4 months in hospital after being shredded with shrapnel when the tractor's head exploded when being started. Thanks to Stephen Hills for organising the run. *Murray Barnard*



PETER GROUCOTT MEMORIAL RUN



Great to see Roger out again on a run. Roger brought his Ducati Darmah to Serpentine. Here seen at left in conversation with Kevin Wuillemin. On right: Roger Bowen who has been recovering from surgery for most of the year. Middle picture: Shane and Keith Weller scouring the tractor museum for anything useful in the parts shed!

DISTINGUISHED GENTLEMEN'S RIDE - 27 Sep 20

The DGR was under a bit of a cloud due to Covid19 restrictions around the world. Despite that the DGR was successfully held in Perth and a band of Club stalwarts managed to avoid the bad weather, met at Cottesloe and rode to Clancy's in Fremantle where the machines were congregated. Pics by Steve Hills & Chris Davis - below: Colin Hankinson looking dapper at Clancy's.



THE WRITE LINE

17 Sep 20 - 1st Thursday for a few weeks that wasn't wet & there was a big turnout at Pickering Brook. Was bloody cold though!

PICKERING BROOK





Clockwise: Kim Nalder and his BSA, John Norden and his newly acquired & immaculate Honda F1 CB750 Four and Tony McCormack with his Kawasaki GT750 - all seen at Pickering Brook





MEETING MINUTES

Minutes of the VMCCWA Monthly Meeting – 7th October 2020

Held at Wattle Grove commencing at 8.01 pm

Chairman: Les Vogiatzakis (acting), Secretary: Richard Argus, Treasurer: Jim Douglas. Apologies: John Meneghini, Colin Tie Members Attending: - 53.

1. - Microphone Usher: - Rob Rowe **2. - Visitors:** 5 – Colin Allen, Tim Dwyer, Ben Romeril, Paul Barnes, Peter Cecil

3 - Welfare report - Adrian White: Roger Bullock – was membership secretary, did badges. Has balance issues. Can't wait to get back to packing food for Victory Life Church Charity. Roger Bowen – OHS created all manner of obstacles up but he has returned to work. Still having difficulty with eating regime. Bert Holmes – poor eyesight stops him doing anything in his shed. Martin O'Boyle – Is diabetic, has lost toes due to circulatory problems, hoping they can save his foot. Colin Tie – Was running his Gold Star on the bike hoist; it fell off and pinned him to the floor. It took a lot of time and bad language to extricate himself and left him looking like he went a few rounds with Danny Green. Treatment ongoing.

4. – New Member applications - Mario Cudini: Following the September GM there was one new membership applicant who was approved by the committee, for the month of August. He was Alan Thorburn. Following this approval there has another prospective new member application, for your consideration. **Michael Smith** - if any financial member believes that it is undesirable for this applicant to be granted membership, he or she should contact the secretary within 7 days following receipt of this notice.

5. – Secretary's Report (Richard Argus): A typical month with numerous emails which I have been forwarding to the committee and the events coordinator as they are received. These are not recorded below.

Note that members seeking concessional licences are contacting me for a letter of proof of membership (as recommended in the information on the web site). Earlier this year we simplified the process; Lat Fuller (Machine Registrar) is now issuing documentation for proof of membership. The web information will be amended accordingly. It will be helpful to members if we regularly provide updates and refreshers on the process around getting a bike concessional licenced. Murray Barnard will run through the process in GB.

Inwards Correspondence

Letter from Brian Rodwell, requesting his membership status be changed to Active Senior Member. The committee has awarded Brian the status of ASM, and the membership officer has made the change.

Letter from Terry McKie expressing his concerns over reports he received regarding cancellation of the catering arrangements with the Beverley Mens Shed for the forthcoming York TT. Terry was told of reports that the BMS had reneged on supplying the luncheon, after the committee decided the VMCC would self-cater. He points out that the BMS had not refused to cater, and he is seeking an explanation. In response Stephen Hills told the meeting that it was a misunderstanding and the committee were not involved. Steve incorrectly assumed that the BMS would be cooking the BBQ. However, Terry made Steve aware they were only providing the facility. Terry then approached local caterers and Steve subsequently approached other local sources. The quotes Steve received exceeded the budget, so he made the decision to organise VMCC members to do the cooking at the Beverley Mens Shed, and informed Terry. Steve has subsequently satisfied Terry with this explanation.

Cath Fitzhardinge, donating her late father's collection of Motorcycle News Australia, as well as numerous motorcycling books. Thanks to George Loverock for picking the collection up.

Advice from VCC that due to easing of COVID 19 restrictions the numbers allowed in the hall has increased to 75.

Email from VCC suggesting meeting VMCC informally over a coffee. Meeting was held last Friday.

Email from Ron Brew (Isle of Man) seeking information about his father Dennis Brew who raced on the goldfields in the 1950's.

Dept of Transport – letter requesting an audit of our members, and their concessionaly licensed bikes.

CMC: - Concessional licencing new regulations- AGM minutes and reports- Request to participate in a snap survey (online)

Correspondence from ESM Strata: New schedule of services. Recommended update to hose reel and fire detection systems

Outwards Correspondence

Driver & Vehicle Services audit– (from Jim Douglas) – mentioning our reluctance to release members date of birth. Shannons (via Treasurer) – Paid insurance increase for fire coverage. VCC (Alex Kirkwood) regarding informal meeting and resolving parking bay issues. Cath Fitzhardinge, re donation of books

6. - Finance Report -Jim Douglas

A reminder to all members than renewal of memberships is starting now. You can pay by cash or card at the monthly meeting or preferably by bank transfer. If using bank transfer, then please use your membership number and name as the reference. Renewing members need to complete the renewal form for the membership officer.

First Quarter Finance report as follows:

Sales for July - September 2020 was \$5,814

Cost of Sales was \$45,480

Giving a gross profit of -\$39,706

Other income mainly from members fees was \$2,940

Operating expenses of \$9,876

Giving a loss for the quarter of \$46,640

7. - Reports.

7.1 Web, Admin & Chatter Editor & Publisher: - Murray Barnard

Murray briefed the meeting on the new DoT 404 regulations and the C4C proposals. The implications are still being determined however the proposal is for all 404 use to be logged and a limit of 60 days club use and 30 days personal use for each machine. DoT will require club records to be maintained for audit.

7.2 Spares report: All going well; awaiting stocks of oil to arrive. Still sorting out bikes and parts from the large recent purchase and hope to have two bikes ready for sale by Christmas.

Keith Weller, Spares

7.3 Registrar's Report: *Lat Fuller:* Since the last report in the September meeting, the following activity has taken place: New 404 registrations: Clive Rawson Triumph Daytona T100R. Transfer from full licence to 404: Michael Byrne BSA Bantam D1, Michael England Triumph T1200, Darren Gazzola Harley Davidson Shovelhead (based in Broome). Transfer of ownership: VMCCWA to Sean Killalea Suzuki DR600, VMCCWA to Andrew Hobday Suzuki TS185, Henry McKenna to Corey Siccia - Norton ES2. As of this morning I have a backlog of some 10 bikes which have just been dated. Most of these bikes have not been appraised, and I must remind members that I cannot issue a CMC1 form without having sighted an appraisal form. Be reminded that the appraisal is a separate requirement from dating and even first-time inspections. Dating officers do not do appraisals at the same time as dating, and a first-time inspecting officer is not authorised to do appraisals.

7.4 Dating Report: *Maurice Glasson:* Only one bike dated for the month of September. 1966 Harley Davidson for Darren Gazzola.

7.5 Dating Officer Post 70: *Les Vogiatzakis:* 1985 BMW R80, 1975 Yamaha XS650, 1978 Yamaha XS1100e, 1995 HD XLH 1200, 1983 Kawasaki KZ 1000R (Eddie Lawson Replica) , 1989 Honda CBR250R MC19, 1981 Yamaha RD350LC, 1976 Yamaha RD400C, 1975 Kawasaki H1F500, 1983 Moto Guzzi Le Mans MkIII 850

8. Events Coordinator: – Steve Hills

8.1 Events Past Café Hop (6th Sept). The weather threatened but no rain for the 6 riders, who included a new member. Pre-31 Beverley Run (12 – 13th Sept): enjoyable ride had by 13 riders, in excellent weather, DGR (27th September): 270 riders set out from Fremantle on a ride for charity and raised \$40K for the battle against prostate cancer, Peter Groucott Memorial ride (4th Oct): Enjoyable ride from Pickering Brook to Serpentine Track. A good turn-up included returning members Roger Bowen and Frank Ockwell.

8.2 Events Future: Beverley TT (18th Oct): 101st anniversary of the WA TT; the ride covers the same distance as the original event. Starting from the Stationmaster's house in Mundaring, stopping for lunch at the Beverly's men Shed, and returning to Perth. Serpentine Airfield (25th Oct). An impromptu ride, which will require riders to log on, Joint event with VCC at Hale Road clubrooms – 1st November. From 9.30 – 1.00 pm. VMCC AGM – 4th November, Gypsy tour – 14th & 15th November. See Chatter & web site for details. A small contingent will ride from Perth to participate. Orabandon 2020 – 4th & 5th December. Gallumphing through the Goldfields; includes participating in the Kalgoorlie / Boulder Toy run. See Chatter & web site for details.

9. – General Business

Les Vogiatzakis said as CMC rep he had been attending meetings and was surprised by the final draft legislation.

Brian Rodwell had a comment about the changes to the 404 regulations. He said that concessional licencing was a great benefit to members and suggested a fee increase be considered to offset costs arising from compliance. Jim Douglas responded that the committee had decided to leave fees unchanged for the next year.

Chris Davis asked about the accuracy of the club's data base re member's bikes. Jim Douglas responded it is fairly accurate, but emphasized it is important that the club is advised when bikes are disposed.

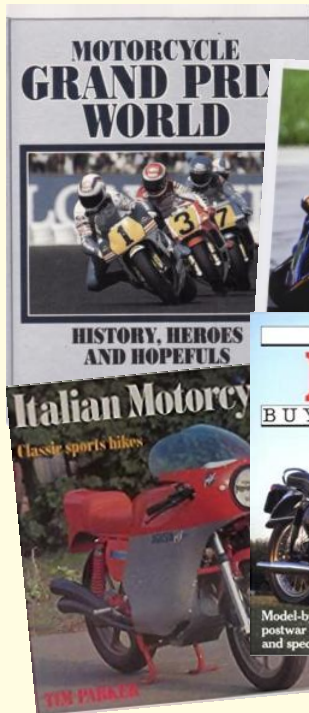
Mike England asked whether it would be worthwhile appointing a dedicated officer to manage the (new) 404 compliances. Adrian White reminded the members of the Annual Toy Bin (proceeds going to the Salvation Army Xmas Appeal). A bin will be placed in the hall at the November meeting. First preference from the Salvos is for a Coles Voucher.

The new Honour Board completed and displayed at the meeting (awaiting hanging). Thanks to Mario Cudini for crafting it.

10 Bits & Pieces: New (unused) Merlin wax cotton jacket for sale; \$350. Contact Corey Spicer 0438 967 610

Meeting closed at 9.16 pm.

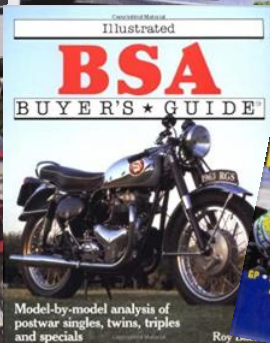
LIBRARY UPDATE



Ken has advised the receipt of these new books in the Club Library: **Motorcycle Grand Prix World**. Published 1989 to celebrate arrival of the GP to Australia.

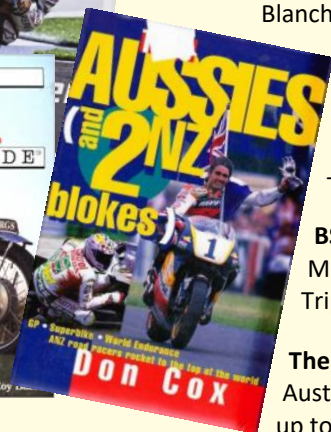


Casey Stoner Victory Lap. Published in 2012 this book celebrates Stoner's talent, successes and contributions to the sport.



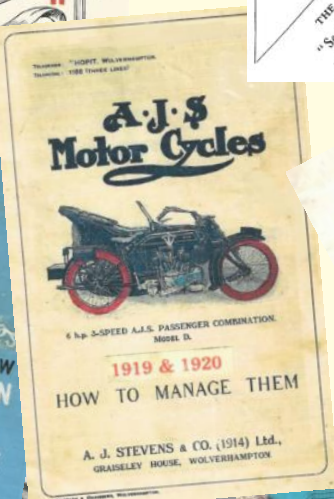
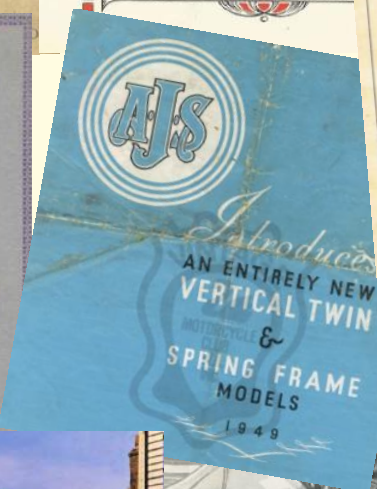
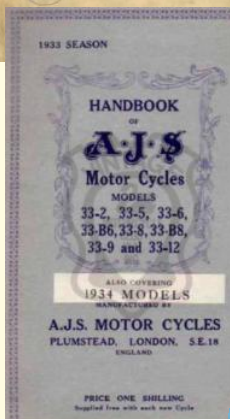
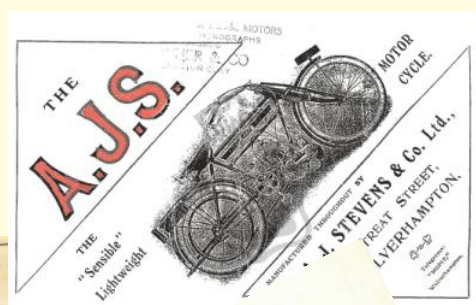
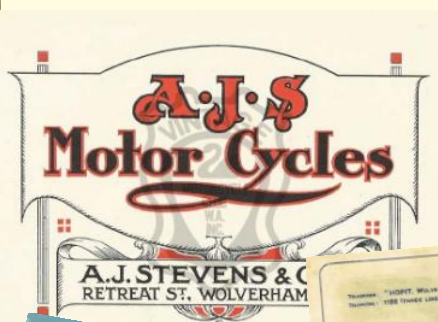
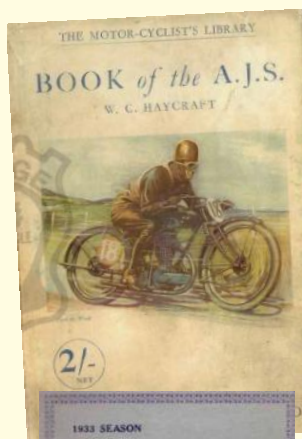
Italian Motorcycles Classic Sports Bikes. by Tim Parker (1984) contains the following chapters: Pesaro - the brothers and de Tomasa - Benelli, Rimini - Bianchi, Bimota, Varese - Aermacchi, then Harley-Davidson - Caviga, Bologna - Taglioni's desmodromics - Ducati, Mandello del Lario - Carcano's heritage - Guzzi, Breganze - for racing the Dolomite foothills - Laverda, Bologna - the other side of town - Morini, and Verghera - nothing but fire engine red - MV Agusta.

BSA Buyers Guide: 1990 Illustrated BSA Buyer's Guide: Model-by-model Analysis of Postwar Singles, Twins, Triples, and Specials.



The Aussies and 2 NZ Blokes: tells the stories of the Australian and New Zealand Grand Prix and Superbike racers up to 1997.

TECHNICAL LIBRARY ONLINE AT VMCCWA.COM: New items added each month, all listed and downloadable from the searchable web page on the club website. These are just some of the AJS items available. - Murray Barnard



GYPSY TOUR 2020 - 14/15 NOV - PLEASE REGISTER INTEREST

Gypsy Tour: For 2020 the itinerary is -

Saturday 14 Nov 20 - assemble at visitors car park at Ocean Beach Caravan Park Denmark (Big 4), Leave at 10am for coffee, cheese & chocolate at Duckett's Mill on the Scotsdale Road. Then wind down to South Coast Highway and head towards Nornalup for a lunch stop at the Tingles Bakehouse. Wind through the Valley of the Giants before heading back to Denmark on the South Coast Highway. Evening - free or BYO for dinner at the camper's kitchen at the Ocean Beach Caravan Park . Backup provided.

Sunday 15 Nov 20 - assemble at visitors car park at Ocean Beach Caravan Park Denmark (Big 4), Leave at 10am for Cosy Corner at Torbay, via Youngs Siding. Meet with the Albany Section and ride into Little Grove, via Mount Melville, to the Section Clubrooms for a BBQ lunch kindly catered for by the Albany Section. No fee for lunch. Leave at your leisure to return home or back to Denmark. Backup provided. Evening free.



VMCCWA PRESENTS

The 2020 GYPSY TOUR

Denmark
Come and Join us
Country Fun
at its best

14-15 NOVEMBER 2020

Saturday up Scottsdale Rd across to Cheese Factory for coffee, chocolate & other treats. Then off through the forest to a lunch stop. A run to Albany has been confirmed for the Sunday where we will be meeting with the Albany Section at Youngs Siding followed by a free BBQ at the Albany Section clubrooms under the peppermint trees, on the shore of the picturesque Princess Royal Harbour. Base camp is the Big 4 at Denmark Ocean Beach Caravan Park. Stay anywhere in Denmark but run starts from the Big 4.

Be There!

Register with
Murray Barnard
0434215665
web@vmccwa.com

**APPROVED
NOT TO BE MISSED**

**Please
Note**

FOR CATERING PURPOSES & ROLL CALL: If you are joining the Gypsy Tour in November, could you please let me know on 0434215665 or email cobrat500@gmail.com. Albany Section are putting on a free BBQ for all Gypsy Tourists so appreciate letting me know so that we can cater for everyone. Thanks, cheers Murray

FIRST RIDE - STEVE PAYNE



My first ride - It was great to read Adrians 'why do I ride' piece in the chatter and it brought all sorts of memories flooding back. We motorcycle owners all have related history and I love hearing the many and varied stories from the club members. I cast my mind back to when I was a teenager, going to the Isle of Man with my Dad in the late Sixties and watching all the great riders doing their thing, that was the catalyst, the seed that was firmly planted in my head, and as I was later to realize, my heart. The sound from the open exhausts, the sheer ground shaking experience as the bikes sped past at unimaginable speeds only metres (feet) away was memorising. I could literally feel the heat from them momentarily as they lifted their front wheel while traversing Bray Hill. My Kodak camera recorded only coloured flashes, such was the velocity, the only decent shots were of bikes and riders in the paddock. I finally got to experience that with ten years of racing initially with 250 and 350 TZ Yamaha's a couple of Kawasaki superbikes, two wonderful Bathursts and a stint on the now famous Bob Brown Ducati, the bike that Kevin Magee cut his teeth on. Ok, enough of the name dropping, the purpose of this story is to talk about my first real riding experience.

Triumph's 200cc cub was a favourite in the day, reliable, cheap, fun to ride and even sounded like a real bike. Mine was purchased from a friend in several boxes and with the reluctant help from my father and my badgering (whinging) it was methodically assembled with a plethora of new parts that now made it less of a bargain, but at least I got to know it intimately. In the UK in the late Sixties one applied for a learner's permit and on the advent of your sixteenth birthday you were allowed to ride, no such thing as P plates, you just got on with it. Assembled, painted and running just as it should, the Mountain Cub that I had (not so) patiently waited for was at the back gate, ready, ticking over just as the second hand on my watch was. Creeping toward midnight. I had gone to an old building site with my dad after work a few nights previously and had taken to riding a motorcycle like a duck to water, the experience of turning that throttle and feeling the bike surge forward was intoxicating, I didn't have to pedal! I had laid on my back in bed with my feet coordinating with my hands, going through the various motions of changing gear, I had it down pat. The final agonising few seconds for the watch's second hand to reach midnight were over, it was time to go. I eased the bike through the back gate and out on to the road with the cub now well and truly warmed up, gave a brief nod to my dad, who now had a look of trepidation on his face that I hadn't seen before, and snicked it into 1st gear. As I pulled away from the curb and accelerated through the first couple of gears, I realized that all this was possible because of my dad and I felt rather guilty about my constant and vigorous complaining. I looked back and waved in appreciation seeing my dad standing there, no doubt brandishing a mixture of emotions.



This was it, I was on my way and as I made my way up through familiar territory past my school and out on to the main road for the first time and into 4th gear I let out a mixture of laughing and shouting that would have had me locked up ordinarily. The rain was making it difficult to see properly, the wind down the front of my dad's flying jacket and my already wet feet shouted 'stop' get cover somewhere, but I could care less as I set my sites on London, 35 miles away. At a steady 55mph the Tiger Cub's motor seemed relatively unstressed, even at the ripe old age of sixteen I had some mechanical empathy, until such time as I thrashed the living daylights out of the poor thing. The quiet, empty streets of London came soon enough and at 2am I was looking for fuel. I saw a taxi driver filling up with fuel at some bowser and went and asked the driver where I might get some petrol, his laugh wasn't at all encouraging. He asked me what the hell I was doing at that time of night on a motorcycle and where I was going, I didn't know or care I said, I was just riding and I told him my story which he was quite interested in and recounted a story about his father's outfit and how they used to travel everywhere on it. I don't know how many times I've heard similar stories. It was the same as mine, for a while we didn't own a car, just the old Matchless and the double adult Watsonian.

The Taxi driver said 'follow me son' and so I did, around a few blocks to a house in amongst a hundred others. He got out of his cab and went into the garage next to the house and came out with a petrol can. He then poured the entire contents of the can into the tank of the cub and said 'be on ya way mate and take it easy'. Camaraderie I was to experience over the rest of my motorcycling life, and still do! Two days later I returned home, wet, cold, numb, satisfied and elated at the same time. I could go on about scything down country lanes with my knee brushing the hedgerows, seeing what the top speed was on the motorway (64mph if you really want to know), waving to other motorcyclists (but not scooter riders) going to places I'd never been to before, chatting to people who had a genuine interest in what I was doing, nearly always with a story of their own. Sitting at a café with a plate full of bubble and squeak and staring out the window at my two wheeled future. It's been a great ride, it still is! *Steve Payne*

Tiger Mountain Cub (T20SM/T20M) - Production Years: 1963 to 1970 Advertised as a trail and competition bike all in one, the T20M was an attempt to capture the lightweight off-road market which was popular in the 60's. Listed as the T20SM initially in advertising literature that was soon shortened to T20M when that model was introduced. The T20SM had stands fitted, the T20M did not. Specs: OHV pushrod single 4 stroke, 4 speed, 200cc, 16 hp at 6,700rpm

Mountain Cub

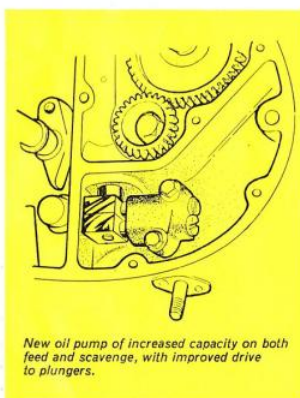
T20/M



The growing popularity of trail or woods riding has led to an increasing demand for "Trail" bikes of all types. The Triumph Mountain Cub is definitely not a newcomer to this field - it is the outgrowth of many years' experience in competition and sporting events. The choice of both experts and novices alike because of its low weight, lasting power, exceptional handling and "big bike" ruggedness (not to mention a long history of competition wins). Whether you are just beginning the exciting sport of trail riding, or looking for a potent lightweight competition machine, the Triumph Mountain Cub is a *real* motorcycle in every way.

Colors: Two-tone Grenadier Red and White (including steel fenders). Black frame.

Price \$650







PICKLED IN PENNSYLVANIA

George continues his Bourbon “experience” and BAB puts her foot down in the latest tales of American culture! - *As told by George Loverock.*

Y'all we'all still traveling the south. Departed Bardstown just as the heavens opened up. So a miserable ending to the Bourbon Festival which, as I have mentioned was a let down. The only good thing about the rain was that it helped me cool down, as the twelve shots of bourbon and Mammy's Kitchen the night before had caused the blood pressure and body temperature to rise a little. After about an hour up the road, the rain had eased off and we were riding through some nice scenic country. As we drove down the US 35 we came across the Kentucky Speedway. Makes our speedway's look like a scalextric set. What I really enjoyed was, as we rode through small country towns, they proudly remember those who lost their lives so that we may live as we do. The patriotism in the US is fantastic and there are no shires challenging people about flying or displaying the national flag as occurs in Australia. Then it was onto Ken and Beth Long's residence. A couple who we had met on an earlier holiday in Italy. Brando, Trish, Trimbo, Robin, Bazza, Robin, Les and Wendy, Ken and Beth say hello. For those who don't know Ken is a Pastor with Grace Fellowship Church and Beth is the Resource Officer. Well we turned up and Ken had arranged for some friends of his to come over and we undertook a Bourbon tasting/challenge and Ice Cream tasting/challenge night.

Mike, a Police Officer, Bike enthusiast and Bourbon Connoisseur and his wife, Margie, a beautiful down to earth mother turned up and it was on. Ken bombed out within two minutes as bourbon is not his thing, although he supplied a nice Woodford for sampling. Beth, the kind person she is, trying to support her husband snapped the glass from his hand and started snorting the bourbon. Not actually drinking it but inhaling the aromas. Tech foul was called and Beth was physically removed from the male arena. Later she was seen adding bourbon to her ice cream. Then Mike tried to outsmart me by producing the cheap stuff, Pappy Van Winkle. He thought I wouldn't know good bourbon from cheap bourbon. I downed it without grimacing. I smiled and said not bad and then we continued to polish off a few more samples. No clear winner as both were still standing. Now if you didn't know all males in Kentucky carry knives and it is like a challenge when you meet them. You produce your knife and you challenge them as to who has the best knife. I produced my brand new Spyderco knife, and poor old Mike broke down in tears as he was only carrying an el-cheapo Walmart Special. Bloody Ken who had been flogged in the bourbon Challenge produced a knife collection second to none. Knives from all over the world and dating back to his introduction to scouts. He had classic Case knives, flick knives and daggers, a clear winner. So the scores after the Bourbon and Knife challenge was America 2, Australia none. By the way, Pappy Van Winkle retails in Australia for \$2500 a bottle. Then came the Ice Cream challenge. That's where Australia came to its own. BAB blew them off the field. Three helpings to only one each to Beth and Margie. Beth suffered from her liquid additive. Good night had by all.



Before we headed off north we detoured south West to Rabbit Hash, Kentucky which is across the Ohio river from Indiana. When we arrived we got talking to the locals who filled us in on the Mayoral candidates for the town. The candidates are all animals. Locals say they get better sense and decision from them than people. Then as we were about to leave, Bill, a retired Pharmaceutical salesman, wearing lycra riding shorts got BAB's eye by continually adjusting his tackle. Anyway she got talking to him and I found out that he was an avid motor cyclist who owned and rode five BMW's. I thought you idiot, but soon changed my mind and forgave him. After a bit of chit chat he suggested that we would be wasting our time riding through Ohio as there is simply nothing to see other than flat ground. He suggested that we follow the Ohio River south east and then head up through the George Washington Jefferson National park. Advice we have taken. Currently in Beckley West Virginia after following the Ohio River. If we ride up through the National Park from here it looks like we might just be passing back through York Pennsylvania at the same time the York Harley Davidson factory, in conjunction with the local Harley Dealerships will be holding their three day Bike release celebrations. What a coincidence. Checked the web and found a motel that has a cancellation. We're in. When we arrived in Berkley BAB picked our digs for the night and she has done a great job. On the left is Big Whopper House and on the right is Hooters. I picked Hooters but I think BAB was hoping for a whopper.





We finally arrived in York after a fantastic ride through West Virginia. West Virginia is a little talked about state but has some extremely nice scenery and motor cycle roads. Again people are all friendly and helpful, especially when giving directions to Distilleries and Craft Breweries of which there have been many. This part of the country is full of alcoholics. Even has BAB hitting the earlier openers. When we departed Elkins I was very disappointed that we had to leave a week before the Apple Butter Stirring festival. Yep they have championships in Apple butter stirring. BAB, being the stirrer she is, would have won hands down. From Elkins to York is 270 miles of bending winding road and includes state highway travelling at 80 miles an hour. Had the music turned up so couldn't hear BAB's screams. In York we attended the open day and rode the new bikes. BAB was critical so no new bike at this stage. Apparently the back seat is too big and low. She slips around too much as the arm rests don't grab and she cannot see past my boofhead. I was going to make comment that the sliding in the back seat would be impossible, taking into consideration the specific part of her anatomy. But I have kept this to myself. Then it was off to the bike night. It started at 6pm and finished at 9pm. I would say the finishing time was designed so that all participants could be in bed on time. I doubt any of the riders were under 65. The town did rock though around 7.30 to 8 with four bands in the streets and all bars having bands playing. You should have seen the wheel chairs and Zimmer frames grooving to the 60's and 70's tunes. Best band was the local university band. Excellent renditions of all 60 and 70 rock and roll and blues. I snuck in a quiet beer whilst BAB jiggled around causing minor ground tremors. How bad are the Yanks at organising things. Rocked up to the Yorktowne Hotel to buy BAB a refreshing drink after the body wobbles had stopped and would you know they had sold out of beer. One hour and a half into the biggest event on the annual calendar for York and the Pub runs out of beer. Should have seen the mass exodus of old bikers from the pub. It took a while though as the size of most of us only one could get through the door at a time. Apparently it is impolite to bump Zimmer frame operators. Finally got out and headed down to the Mudhook Brewery and enjoyed a nice cold Deep Sea Stout much to BAB's disgust. Well tomorrow it will be down to the Hop for a bikers night. Local bikers haunt rocks on Saturday night after the Friday Bike night. BAB said she would stay home as it is an old building and were a bit concerned about her getting carried away in the dance floor. Sunday off to the hill climb down the road at Jefferson. I told BAB she wouldn't be required to climb the hill so she has agreed to join me.

Final instalment next issue - George Loverock



ORABANDON 2020 - 4/6 DEC- PLEASE REGISTER INTEREST



Open road touring through the world's largest Mediterranean woodlands, visiting famous historical towns and points of interest in the Goldfields. This is an approved invitation event. Full details will be available soon. All motorcycles and trailers will be securely stored at industrial premises in West Kalgoorlie, which will be the start and stopping point for each day's riding. All activities are optional. Come and go as you please. Club members are asked however to register interest with Richard Argus to assist with event planning. There is special rate accommodation available at the Tower Hotel for \$100 / night; the booking must be made through Richard Argus. Richard can be contacted on 0418 934 550 or rargus@bigpond.com.

To help with catering and planning of the event, please register your interest now using following details. Contact: Richard Argus, 0418934550, or email rargus@bigpond.com. **There is a \$30/person entry fee to cover expenses.** The Club is subsidising a wind-up BBQ on Saturday night. You will need to pay for your own meals & accommodation.

Name:

Accompanied by:

Ph #:

Email:



Ora Banda & Premier motorcycle



MEMBERS CLASSIFIEDS

FOR SALE

1962 BSA C15P VGC single seat ex. UK Police including spare parts & documentation. Unlicensed. Same owner for 42 years. Professional engine rebuild 2007, zero road miles since. New chrome, frame bead blasted & coated. New wheels, rims, Avon tyres, bearings, rear shocks, Lucas Altette repro chrome rimmed horn, original speedo. Stored for 4 years following full rebuild & restoration \$7,000



1979 Triumph T140 Special. VGC Very low mileage. 2 into 1 exhaust, Lester cast wheels. Includes spares, documentation, original promo material. All major parts new. Boyer Electronic ignition, Morgo rotary oil pump, Dunlop TT100 tyres. Unlicensed Stored for 4 years following full service by Vintage & Modern. \$10,000 . Either machine, contact Alan Marriott 0455401742



1956 DOUGLAS DRAGONFLY: The bike currently is located at Munich Motorcycles \$14k ono. Julie Rogers 0438950767

*All ads (including services) will run for **maximum of 3 issues**. Please advise if an item is disposed of or requires a longer run. You must provide your name & contact number in order to get published here or online. You can post your own ad on the club website or email to benner@iinet.net.au*

Below: 1939 BSA This is my late grandfathers bike. Make a sensible offer to Ashley. ashley.vermeer@iinet.net.au



MATCHLESS G90 SUPER CLUBMAN ENGINE: offers to Andrew Williams <andrew.williams6365@gmail.com>

NORTON DOMINATOR 1963 fully restored bike, spare parts & repair manuals. Offers to Anne Leary

REPEAT

BSA M21 Good condition club licensed \$7000, Contact John Albany 415 0898414284

DJP SIDECAR good condition, was fitted to Honda. \$2000.00, Front & rear crash bars for 1942 WLA Harley Davidson. Good condition. Painted only. \$150.00, BSA A10/A7 tool box, new condition, no lock. \$65.00, BSA front mudguard & wheel stand. \$5.00, BSA rear mudguard stays, \$5.00, 2 of each. Jeff Sieber 045605 7239

1931 CS1 500 NORTON not original, restored from 75% there basket, concession license, for more details ring Terry McKie 0428 129 208.



BMW R65 1985 – VGC Well shod with panniers & new Battery - \$4,500

CENTRIFUGAL CLUTCH ASSEMBLY for Yamaha PeeWee, new PN 3L5-16620-3, cost \$169.00 – only \$50.00 - Terry Germain 0419554735

EXPRESS

BSA PARTS FOR SALE A7 & EARLY B31 - A7 NEW Set of 4 valves with Guides, Inner & Outer Springs \$150, A7 NEW 2 Pistons .020" Oversize, With rings, Gudgeon pin, circlips \$150, A7 NEW 1 set Big End Bearings .020" oversize \$30, A7 NEW 2 Rear Suspension Plunger Slides with Bushes \$25 each, A7 NEW 2 Gasket Sets \$40 each, B31 NEW Front Telescopic Fork Bushes \$20, B31 NEW Piston .040" Oversize with rings, Gudgeon pin, Circlips \$100, B31 Used 2 Early Type Gearboxes (need Bearings & Setting up, gears same as M20) Ex WD \$250 each & B31 Used Left & Right Crankcase, Barrel, Head. Valves, Springs etc. \$250 - Please Phone Alan or Norman Chester on 9291 6767

1965 & 1966 DUCATI MACH 1: 2 bikes, both under restoration, 1965 bike only requires painting, the 1966 bike is apart and ready for paint and the motor needs to be stripped for reconditioning, lots of New parts and new wheels, will separate but would prefer to sell together with all the surplus parts, offers around \$62K for the lot,

1972 RICKMAN TRIUMPH T120 fitted with the Rickman weslake 8 valve head, restored bike just needs wiring loom, \$27000 ono

1969 RICKMAN TRIUMPH T120: under restoration, Chassis is Finished, New Tank and Seat, tyres, fitted with the rare conical Disc front brake, this bike was ordered from Rickman Brothers by Morgan-Wacker Motorcycle dealers in Brisbane. Rickman 8 Valve kit comes with this bike, \$27000 ono

1938 EMPIRE STAR under restoration, Mint Frame, Wheels rebuilt, Gearbox rebuilt, new Vintage Steel mudguards, lots of New Old Stock WD parts, including all new original bolts and studs, new Tank from India, motor mostly complete, includes 1937 engine and gear box parts, \$5000

Leon, Phone or text 0406609051 or email for photo's at roughneck@ozemail.com.au

FOR SALE

Single Cylinder Engine - Hepolite Pistons

Honda x 2 - Ref 19829 + .0098" + 0.25mm Original bore 1.9685/50cm LC 47 088

Yamaha - Ref 20353 + 1.00mm / .0394

Honda - Ref 19829 STD Original bore 1.9685"/ 50mm LC 35 057

Honda - Ref 19829 + .0098 + 0.25mm Original bore 1.9685" LC 15 019

Yamaha - Ref 20353 + 0.75mm / .0295

Twin Cylinder Engine - Hepolite Pistons

Honda - x2, Ref 20354 .0098" + 0.25mm Oversize bore 2.2047" / 56mm LC 30 040

Yamaha XS250 - X4, Ref 20352 Oversize bore +1.00mm + 0394"

Yamaha XS250 - X6, Ref 20352 Oversize bore + 0.75mm + 0295"

Honda CB250 - X3, Ref 19938 Oversize bore + 0.75mm + 0295"

Yamaha XS250 - X2, Ref 20352 Oversize bore + 0.25mm + .0098"

Honda CBB175 - Ref 19830 + 0.75mm/ .0295

"Rings, Circlips and Gudgeon Pins included"

Contact Harry Hibbert 0427 965 530

\$10 for single piston and \$20 for double or \$400 the lot.

WANTED

I am looking for a **TIMING COVER** to suit 1937-38 BSA singles used on M19 M20 M24 and several of the B series singles. On these bikes the cams turned in bushes in the timing cover and crank case, unlike the post 1939 engines where the cams were bushed on spindles. The cover has a plain surface as per the attached image, rather than the 1939 style which has the letters BSA imprinted in the lower raised section. Lionel 0449 536 233



FUEL TANK A10: tank for 1958 A10 (small round badges) Richard 0418 934 550

WANTED - PRE-31 BIKE. I would refer a 500 OHV but anything considered. Looking for a complete bike but I'm not looking a full on restoration project. Jeff Sanders 0411750767 sti22b@live.com.au

QUICK-ACTION THROTTLE suit 7/8 bars wanted (no plastic throttle bodies please) - Colin Tie 92951601

SERVICES

SMALL ENGINEERING JOBS: turning, milling, repairs, odd remanufactures etc. For helpful and friendly service please contact Eric Gibbons, phone 9496 1508, or Steve Shelton 0472 730 333

ASSORTED ENGINEERING SERVICES. Reborning & resleeving, turning, milling, welding, and repairs or remanufacture of faulty part. Located N of the river. Don Price 9304 3807 or mob 0478632159

VINTAGE STEEL for all your Motorcycle Mudguards. The world's finest veteran, vintage, classic and custom mudguards are made right here in WA. Michael Rock #104 and Andrew Repton #223 are now manufacturing mudguards in Donnybrook for export all over the world.



"KIDDIES KORNER"

I'm so unlucky, I get paper cuts from Get Well Soon cards.

I was watching Peppa Pig this morning when my wife decided to turn the telly off for no reason. How childish is that?



A man gets released from prison, having served 35 years for armed robbery. He's given his belongings, amongst which is a ticket from a shoe repairer. Out of curiosity, he heads to where he remembers the shop to be and is amazed it's still there, looking as it did when he last saw it. Even more amazingly the guy behind the counter is the same one he'd dealt with all those years ago. Our man hands over the ticket and the repairer goes into the back of the shop, returning a minute later. He hands the ticket back to the man, and says, "They'll be ready next Thursday."

Sad news at the Nestle factory today, when a member of staff was seriously injured when a pallet of chocolate fell more than 50 feet and trapped him underneath. He tried in vain to attract attention but every time he shouted, "The Milky Bars are on me." Everyone cheered.

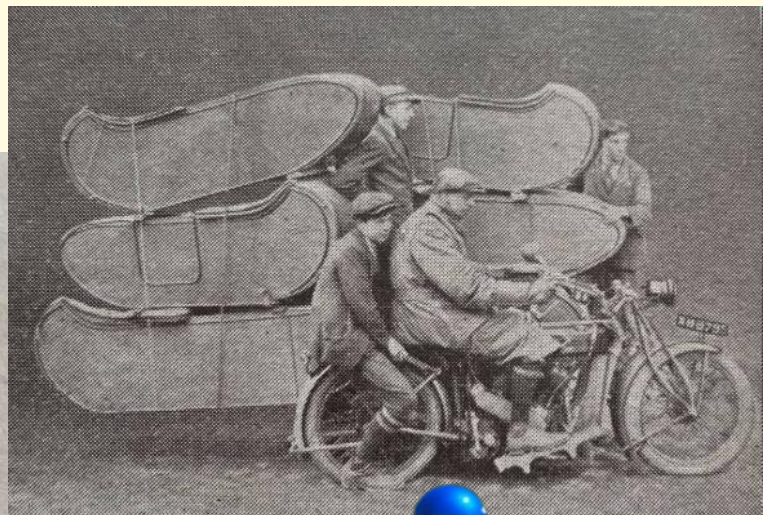
A man goes to see the Doctor. "Doctor, something terrible is happening and I have to talk to you about it." The Doctor asked, "What's wrong?" The man replied, "My wife is poisoning me" The Doctor, very surprised by this, asks, "How can that be?" The man then pleads, "I'm telling you, I'm certain she's poisoning me. What should I do?" The Doctor then offers, "Tell you what. Let me talk to her. I'll see what I can find out and I'll let you know." A week later the Doctor calls the man and says. "I spoke to your wife...spoke to her on the phone for over three hours. You want my advice?" The man said yes. The Doctor replied, "Take the poison."

Can't believe my mate has been arrested for pinching Chewing Gum.. Like to see him Wrigleys his way out if this one.

Studies show cows produce more milk when you talk to them. It is a case of in one ear and out the udder.

I was at the post office, when a woman loudly started complaining, "I went out this morning," she began, "and when I came home I found a card saying the mailman tried to deliver a package but no one was home. I'll have you know, my husband was in all morning! He never heard a thing!" After apologizing, the postal worker got her parcel. "Oh good!" she gushed. "We've been waiting for this for ages!" "What is it?" he asked. "My husband's new hearing aid."

Right: The sidecar option for the man with a growing family.
Below: the sprung steel handlebar, perfect for undamped girder forks, let your hands float over the bumps....enjoy the sensation of having no control over your machine!



RENEWAL FORM FOR 2021

Please use the form below, pick one up at the Monthly meeting or go to vmccwa.com online and download. Renewals must be effected by cob 31 Dec 2020 to remain a financial member. Unfinancial members will not receive a Chatter nor remain eligible for a 404 concession (Note: your 404 machine will be unlicensed and uninsured if you are unfinancial). Active Senior members must submit a renewal form each year.



The Vintage Motor Cycle Club of WA

(Incorporated) AO750092T.

MEMBERSHIP RENEWAL 2021

Membership (tick Box) Ordinary ☐ Country ☐ Life ☐ ASM ☐

Membership Details:

Must be completed for all types of membership

Name: Partner/spouse

Membership Number:

Contact Details if any changes to:

Address:

Email: Phone: Mobile:

Please note:

1. Your name and contact address will be recorded in the Club Members' Register which can only be inspected by members with a legitimate club requirement. Your preferred contact address is an email address, failing which, the postal address will be used. Otherwise, information recorded above will not be accessible by members without your consent but will be recorded on the club database for club administration purposes. This is in accord with the Associations Incorporation Act 2015 and the Privacy Act.
2. As a financial member, by default, you will be able to access the club website and the Chatter online.

METHOD OF PAYMENT (TICK ONE BOX)

Cheque ☐ Cash ☐ Credit Card ☐ EFT ☐

Full Membership \$65 Country Membership \$60 Life \$00 ASM \$30

If you wish to take the online version of the chatter please reduce payment by \$30.00.

TOTAL PAYABLE \$

We hereby agree that I/We will abide by all the Rules, By-Laws and Regulations of the VMCCWA (Inc.) and also any additions that may arise from time to time.

Signed: Dated:/...../..... Direct Debit Paid:/...../.....

Note 1 Country memberships are for those who reside more than 100km from the club rooms in Wattle Grove

Note 2 All memberships fall due on the 31st December each year. Any member, who has not paid their annual subscription will be deemed to have resigned from the Club and will no longer receive the Chatter, have access to the members' website, parts store or club auctions or be entitled to concessional licensing via the VMCC of WA Inc.

Note 3: Payment on line please inform membership secretary of your payment by sending in completed form and date paid.

To Pay Your Subscription:

1. Online/Direct Deposit (Preferred Method) BSB: 126 547 Account 21998733 Please ensure your membership # & surname is included with online payment. Please inform Membership Secretary you have paid on-line by returning this form with your payment reference. Failure to do both may invalidate payment as it may not be possible to trace the Payee.
2. Cheque or money order: Pay to VMCC of WA, Mailing address: Membership Secretary, PO Box 858, Hillarys, WA 6923 and include this form.
3. Cash/Credit Card: at monthly meeting from August meeting onward with this renewal form completed in full, please do not send cash by mail.

